



shaping the way cities move

Area Parking Plan for Mahadevapura Zone Volume 1

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Urban Development Department,
Government of Karnataka**

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Table of Contents

List of Figures
Abbreviations

1	Introduction to Area Parking Plan	6
1.1	Background.....	6
1.2	Parking Policy 2.0.....	6
1.2.1	Objectives of Parking Policy	6
1.3	Scope of Work.....	8
2	Study Methodology.....	9
2.1	Reconnaissance Survey	9
2.2	Data Collection	9
2.2.1	Road Inventory survey	10
2.2.2	Parking Inventory Survey	10
2.2.3	Land Use Survey.....	10
2.3	Parking Allocation Plan	10
2.4	Stakeholders' Consultation	10
2.5	Detailed Drawing	11
3	Design Principles	12
3.1	Parking Principles.....	12
3.1.1	Principles for Parking Allocation.....	12
3.1.2	Principles of Parking bays design.....	12
3.2	Parking Signage.....	13
4	Study Area.....	14
4.1	Zonal Details	14
4.2	Parking Allocation – Zone Level.....	16
4.2.1	Number of proposed parking spaces (mode wise) for each road at ward level	17

4.3	Other Proposals – Zone Level	20
4.4	Prototype of parking signage adopted in Designs.....	22
4.5	Detailed Designs Road wise	23
Annexure 1 – Ward Details		i
	Ward 25 – Horamavu Ward.....	i
	Ward 26 – Ramamurthy Nagar Ward	iii
	Ward 52 – K R Puram Ward	vii
	Ward 53 – Basavanpura Ward.....	ix
	Ward 54 – Hoodi ward	xi
	Ward 55 – Devasandra Ward.....	xiii
	Ward 56 – A Narayanpura ward	xv
	Ward 81 – Vijnana Nagar ward.....	xvii
	Ward 82 –Garudachar Palya ward	xix
	Ward 83 – Kadugodi ward	xxi
	Ward 84 – Hagadur ward	xxiii
	Ward 85 – Dodda Nekkundi ward.....	xxv
	Ward 86 – Marathahalli ward	xxvii
	Ward 87 – HAL Airport ward	xxix
	Ward 149 – Varthuru ward.....	xxxi
	Ward 150 – Bellanduru ward.....	xxxiii
Annexure 2 - Stake-holder meeting.....		xxxv

List of Figures

Figure 1: Methodology of Area Parking Plan	9
Figure 2: Attributes collected during the data collection phase	9
Figure 3: Typical arrangement of parking bays	13
Figure 4: Zonal Map of Mahadevapura Zone	14
Figure 5: Mahadevapura Zonal Map showing Proposed Parking Allocation..	16
Figure 6: Map showing proposed cycle track/lane network in Mahadevapura Zone	20
Figure 7: Map showing major roads and attraction points of Horamavu ward i	
Figure 8: Map showing major roads and attraction points of Ramamurthy Nagar ward	iii
Figure 9: Map showing major roads and attraction points of Vinjnanapura ward	v
Figure 10: Map showing major roads and attraction points of K R Puram ward	vii
Figure 11: Map showing major roads and attraction points of Basavanpura ward	ix
Figure 12: Map showing major roads and attraction points of Hoodi ward ...	xi
Figure 13: Map showing the major road and attraction points in Devasandra ward	xiii
Figure 14: Map showing the major roads and trip attraction points in A Narayanpura ward	xv
Figure 15: Map showing the major roads and trip attraction points in Vijnana Nagar ward	xvii
Figure 16: Map showing the major roads and trip attraction points in Garudachar Palya ward	xix
Figure 17: Map showing the major roads and trip attraction points in Kadugodi ward	xxi
Figure 18 Map showing the major roads and trip attraction points in Hagadur ward	xxiii
Figure 19 Map showing the major roads and trip attraction points in Doddanekkundi ward	xxv
Figure 20 Map showing the major roads and trip attraction points in Marathahalli ward	xxvii

Figure 21 Map showing the major roads and trip attraction points in HAL Airport ward	xxix
Figure 22: Map showing the major roads and trip attraction points in Varthuru ward	xxxii
Figure 23: Map showing the major roads and trip attraction points in Bellanduru ward	xxxiii

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 Mahadevapura Zone 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 Mahadevapura 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:

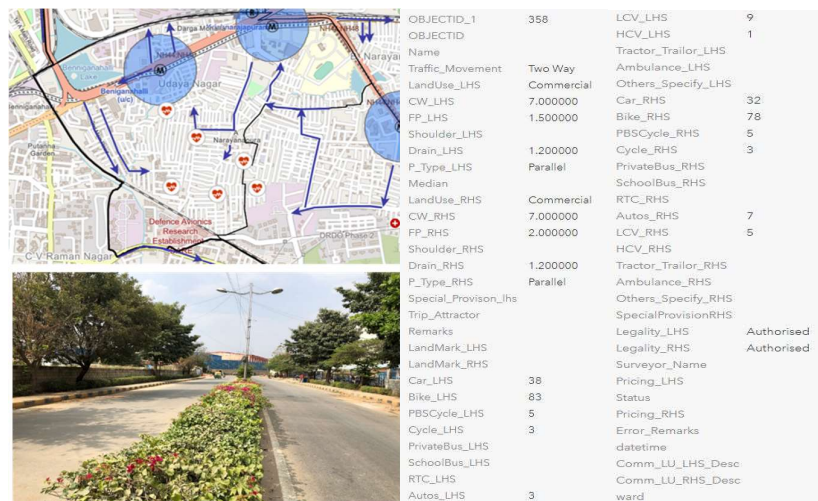


Figure 2: Attributes collected during the data collection phase

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, crossroads, 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 Persons with Disabilities using four-wheelers (L*B) = 3.5 x 6.0 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

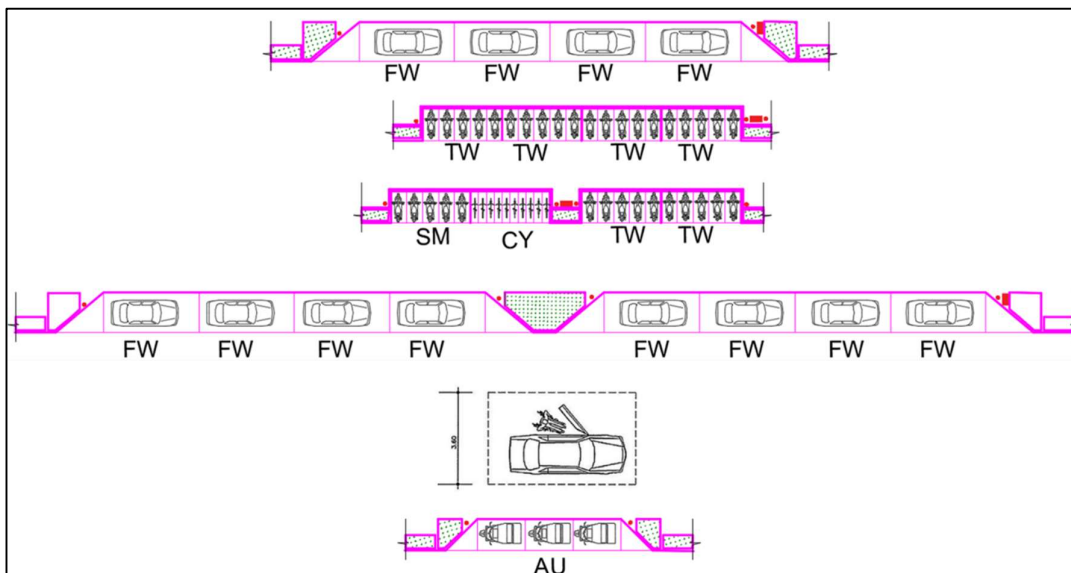


Figure 3: Typical arrangement of parking bays

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 Mahadevapura zone, has 17 wards covering 173.964 sq.km area and with a total population of approximately 3.94 lakh (as per 2011 census). The population density of the Mahadevapura zone comes to about 2264 persons/sq.km. Below is the zonal map of the Mahadevapura zone.

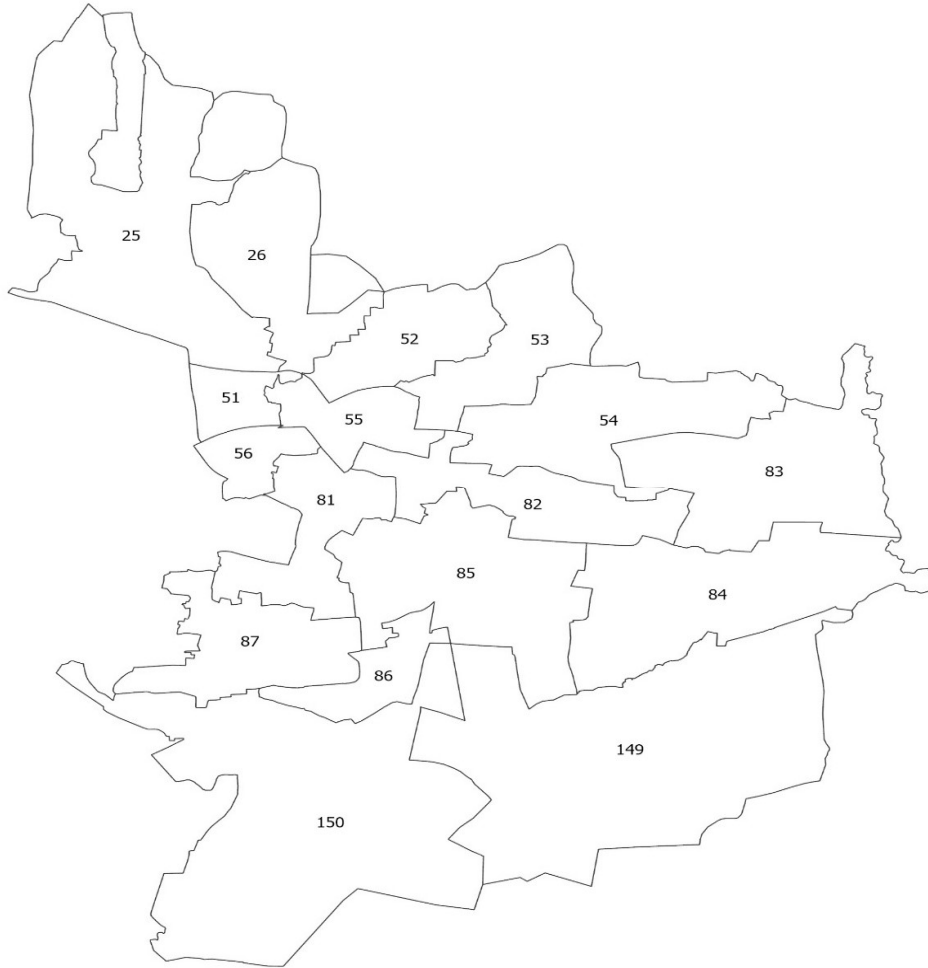


Figure 4: Zonal Map of Mahadevapura Zone

Some of the major roads in this zone include but not limited to Outer Ring Road, Old Madras Road, Whitefield Main Road, Sarjapur Road, Hennur Bagalur Road, Horamavu Main Road, Ramamurthy Nagar Main Road, Thambuchettyalya Main Road, Basavanpura Road, Hoodi Road, Malleshpalya Road, ITPL Road, Kadugodi Main Road, Channasandra Main Road, Borewell Main Road, Old HAL Airport Main Road, Doddanekundi Road, Gunjur Varthur Main Road, Balagere Main Road, Panathur Main Road, Amrutha College Road & Bellandur Road.

The major attraction points in the Mahadevapura zone are Bagmane Tech Park, New Horizon College of Engineering, RMZ Eco-world, Embassy Tech Park, International software companies like Microsoft, Google & Dell EMC offices, ISRO, SAIL, FCI, BEML, LRDE, GTRE, Tin Factory, DRDO township, Indian Telephone Industry, KIADB/ ITP etc.

Following is the map showing the roads on which the parking allocation is proposed.

4.2 Parking Allocation – Zone Level

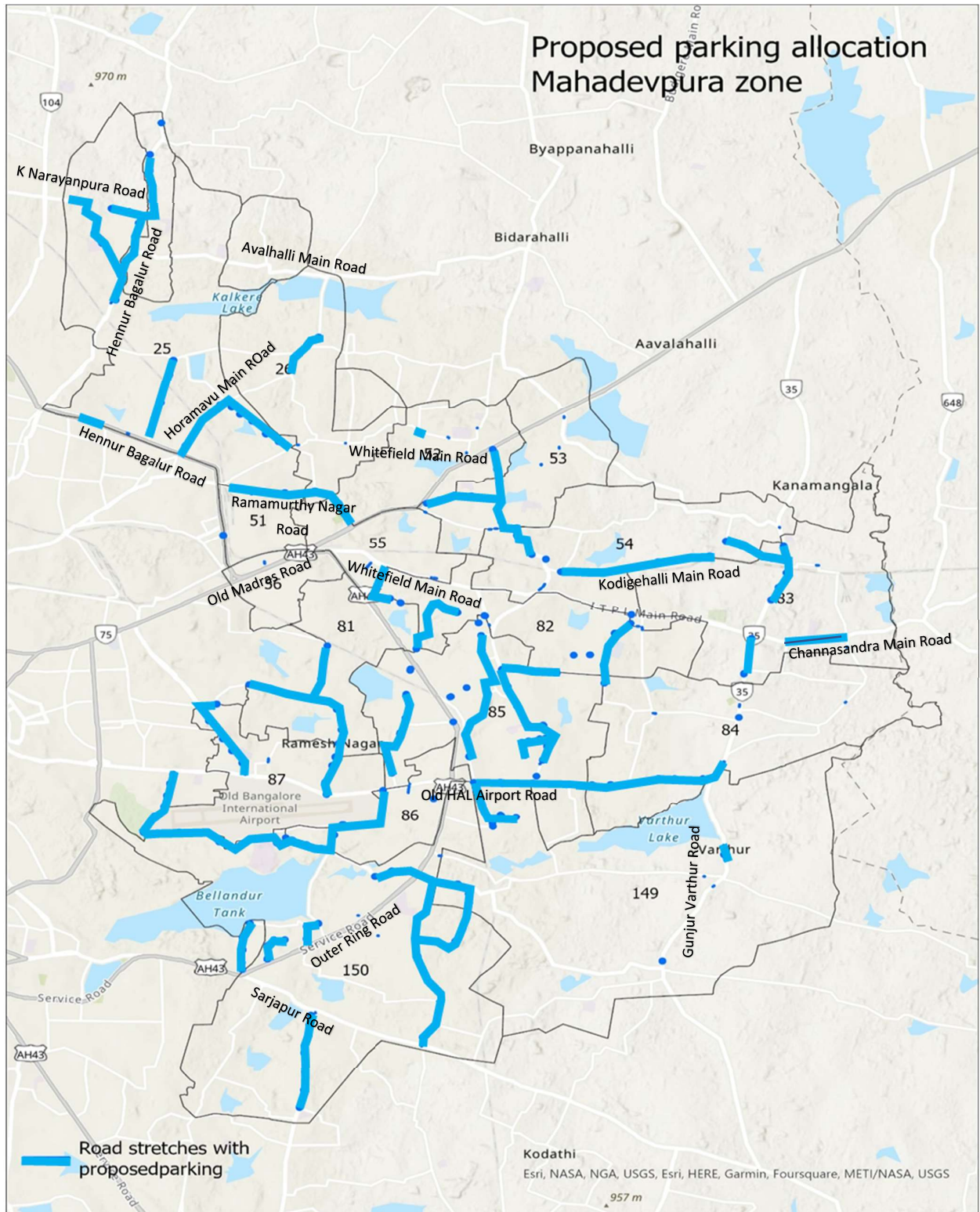


Figure 5: Mahadevpura Zonal Map showing Proposed Parking Allocation

4.2.1 Number of proposed parking spaces (mode wise) for each road at ward level

Ward No	Road Name	CYCLE	SMMS	TWO-WHEELER	PWD	CAR	AUTO	PICK-UP/DROP-OFF	LCV	HCV	LOADING/UNLOADING
25	K Narayanpura Main Road 1	10	10	20	-	-	-	-	-	-	-
	K Narayanpura Main Road 2	5	5	13	1	4	-	-	-	-	-
	Hennur Bagalur Main Road	30	30	129	8	11	3	-	3	-	-
25 & 26	Horamavu Main Road	25	25	92	4	7	16	-	0	-	-
26	Kalyan Nagar junction to Hennur Signal	-	-	54	4	27	-	2	-	-	-
51	Ramamurthy Nagar Main Road	35	25	49	5	3	10	4	-	-	-
	Kempegowda Underpass Road / Uttam Sagar Road	-	-	46	2	-	2	-	-	-	-
52	Thambuchetty palya Main Road	15	15	75	3	-	-	3	-	-	-
	Old Madras Road – ITI layout to Govt Hospital on one side	20	10	31	2	8	3	-	-	-	-
53	Basavanpura Main Road (5309-5310)	30	30	20	-	3	-	-	-	-	-
	Devasandra Main Road 1	10	5	56	2	-	-	-	-	-	-
	Devasandra Main Road 2	-	-	20	-	-	-	-	-	-	-
	Seegehalli Main Road	-	-	49	3	-	3	1	-	-	-
54	Hoodi Main Road	25	25	86	4	-	7	-	-	-	-
	1st main Road	-	-	-	-	-	3	-	-	-	-
55	1st Main Road- Kamdhenu Layout	-	-	54	3	8	-	-	-	-	-
	1st Cross Road	-	-	36	2	-	3	-	-	-	-
56	FCI Main Road	-	-	-	-	-	-	-	-	3	4
81	Malleshpalya Main Road	35	35	59	3	-	5	-	-	-	1
	Basavanpura main Road	10	10	-	-	-	5	-	-	-	-

Ward No	Road Name	CYCLE	SMMS	TWO-WHEELER	PWD	CAR	AUTO	PICK-UP/DROP-OFF	LCV	HCV	LOADING/UNLOADING
	Kaggadasapura Main Road	5	5	-	-	-	5	-	-	-	-
82	Hudi Whitefield Main Road	5	5	-	-	-	-	2	-	-	-
	2nd Main Road	10	10	-	-	4	4	3	-	-	-
	Whitefield Main Road	-	-	-	-	-	7	-	-	-	-
83	Channasandra Main Road	15	20	35	-	-	-	-	-	-	-
	Nagondanhalli Main Road	-	-	10	-	-	-	1	-	-	-
	Whitefield Railway Station Road	-	-	28	1	-	-	-	-	-	-
	Whitefield Main Road	10	10	-	-	-	7	1	-	-	-
84	Borewell Main Road	-	-	10	-	-	-	-	-	-	-
	Nagondanhalli Main Road	-	-	10	-	-	-	1	-	-	-
	ITPL Main Road	50	25	64	3	3	-	-	-	-	-
85	60 Feet Main Road 1	15	10	13	1	2	3	-	-	-	-
	60 Feet Main Road 2	15	15	49	3	7	-	-	-	-	-
	Ganesh Temple Road	5	5	13	1	-	-	-	-	-	-
	Chowdeshwari Main Road	-	-	54	3	-	-	-	-	-	-
87	Suranjandas Road / Market Road	-	-	-	-	-	3	-	-	-	-
	Annasandrapalya Road	-	-	26	-	-	-	-	-	-	-
149	Balagere Main Road 1	5	5	10	-	-	-	-	-	-	-
	Balagere Main Road 2	20	20	20	1	4	-	1	-	-	-
	Gunjur Varthur Main Road	15	15	26	3	6	-	1	4	-	2
	Munnekolal Main Road	20	20	18	1	-	3	-	-	-	-
150	Gear School Road 1	10	10	18	1	-	-	1	-	-	-
	Gear School Road 2	15	15	18	1	-	-	-	-	-	-
	Bellandur Main Road	10	10	34	1	3	-	-	-	-	-
	Kariammana Main Road	-	-	-	-	-	7	-	-	-	-

Ward No	Road Name	CYCLE	SMMS	TWO-WHEELER	PWD	CAR	AUTO	PICK-UP/DROP-OFF	LCV	HCV	LOADING/UNLOADING
	Devarabesanahalli Main Road	-	-	13	1	-	-	-	-	-	-
	Kasavanhall Main Road	45	45	67	4	4	3	-	-	-	-
	Chikkanaykanhalli Main Road	-	-	-	-	-	5	-	-	-	-
	Panathur Main Road	30	30	36	2	-	-	-	-	-	-
	Bellandur Railway Station Road	-	-	-	-	-	-	2	-	-	-
	TOTAL	550	500	1461	73	104	107	23	7	3	7

4.3 Other Proposals – Zone Level

Other than parking allocation, to promote non-Motorized transport, DULT has also prepared a cycling network plan for Mahadevapura zone. Below is the map showing proposed cycle network of approx. 115 km in the zone of Mahadevapura. The detailing of the cycle network plan will be shared subsequently.

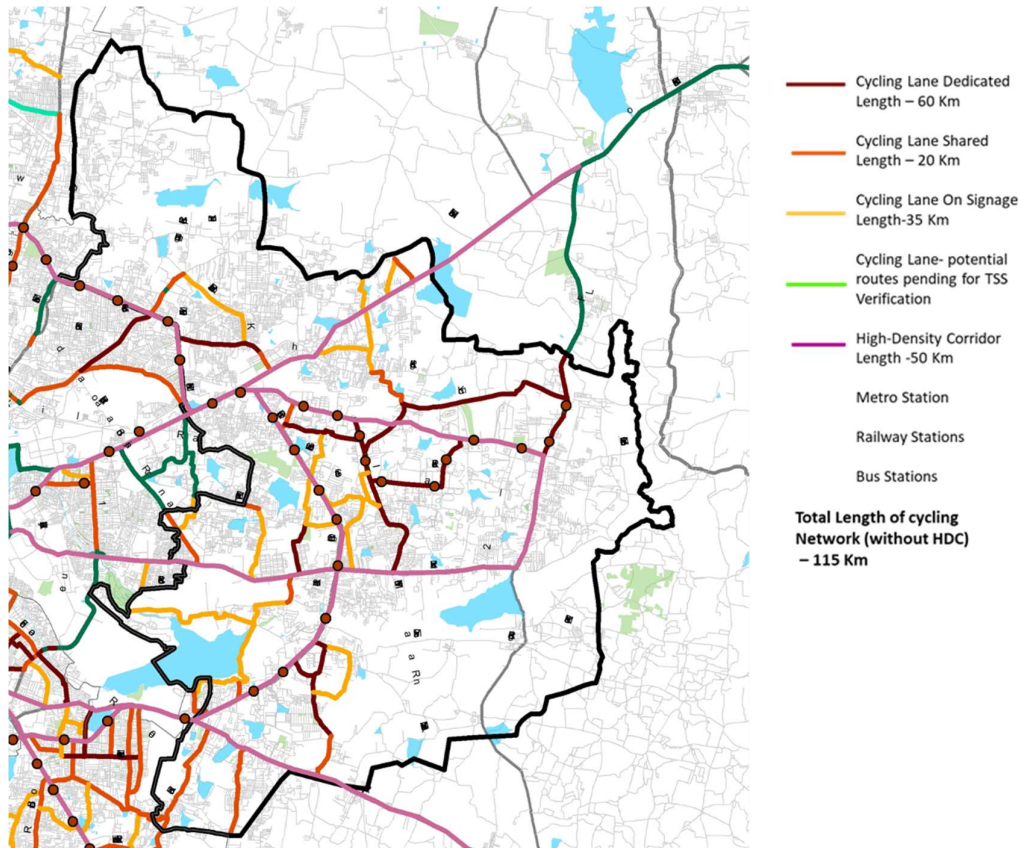


Figure 6: Map showing proposed cycle track/lane network in Mahadevapura Zone

Below table gives the roads on which both dedicated cycle track (physically segregated) and parking are provisioned.

Ward No	Road Name
51	Ramamurthy Nagar Main Road
52	Old Madras Road
54	Hoodi Main Road Hoodi Parallel Railway Station Road
55	Whitefield Main Road Old Madras Road Outer Ring Road

Ward No	Road Name
56	Old Madras Road
82	Gaushala Road Kundanhalli Road Hoodi Main Road Road No. 8 Malleshwaram Temple Road
84	Whitefield Main Road
85	Doddanekkundi Industrial Road 2 nd Main Road 60 Feet Main Road ITPL Main Road
	Sarjapur Road Panathur Road Gear School Road Bellandur Road

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

Ward No	Road Name
25 & 26	Horamavu Road
52	Kittiganur Main Road
53	Basavanpura Main Road
81	Malleshpalya Main Road
87	Suranjandas Road 1 st Main Road

On the above-mentioned roads, where both parking and cycle track/lanes are proposed, the cycle 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/P17



AUTO STAND
P7



SMMS PARKING
P8



TRIN TRIN HUB
P9

4.5 Detailed Designs Road wise

Annexure 1 – Ward Details

Ward 25 – Horamavu Ward

Demographic Details

The Horamavu ward with an area of 17.72 sq km consists of 28167 population (as per 2011 census) with a density of 1589.98 Persons per Sq.km.

Existing Land use

One of the major land uses in this ward is Residential. There is considerable amount of vacant land too in this ward.

Transport Network

The major roads in the wards include Hennur Bagalur Main Road, Horamavu-Agara Main Road, part of thambuchettypalya road and K Narayanpura Main Road. It has also Southern Central Railway line passing west to south-east.

The major attraction point in the ward are Horamavu agara lake, Kalkere lake Army Institute of Hotel Management & Catering Technology, Kristu Jayanti College, Cratis Hospital.

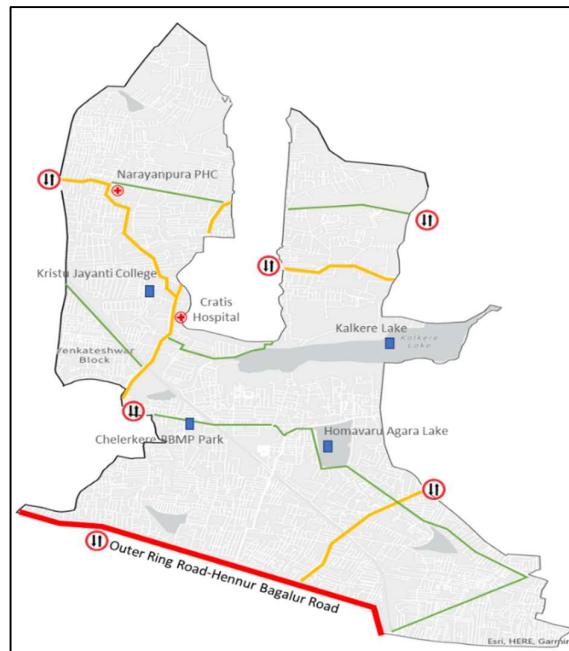
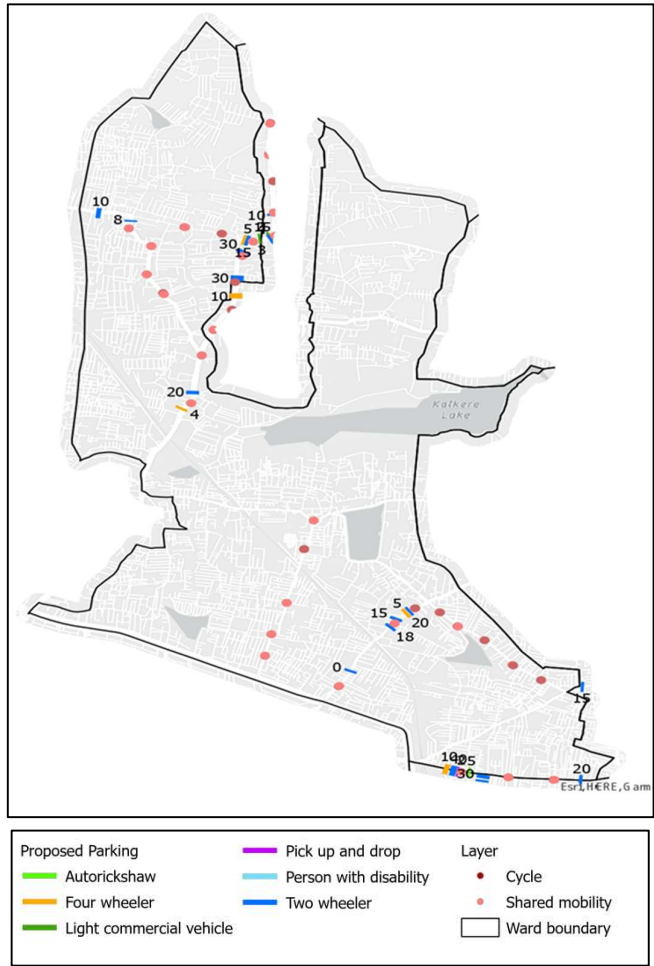


Figure 7: Map showing major roads and attraction points of Horamavu ward

Parking Allocation



Ward 26 – Ramamurthy Nagar Ward

Demographic Details

Ramamurthy Nagar ward with an area of 7.74 sq.km hosts a population of 21999 with a density of 2842.81 persons per Sq.km.

Existing Land use

One of the major land uses in this ward is residential and public semi-public. Major part of this ward is a vacant land. The commercial land use is very less in this ward and same is the case for parking demand.

Transport Network

There are 2 major roads in this ward i.e., Horamavu Main Road & Thambuchettypalya Main Road connecting ward in north-south direction. Both routes have bus network & cover major commercial and residential areas of this ward.

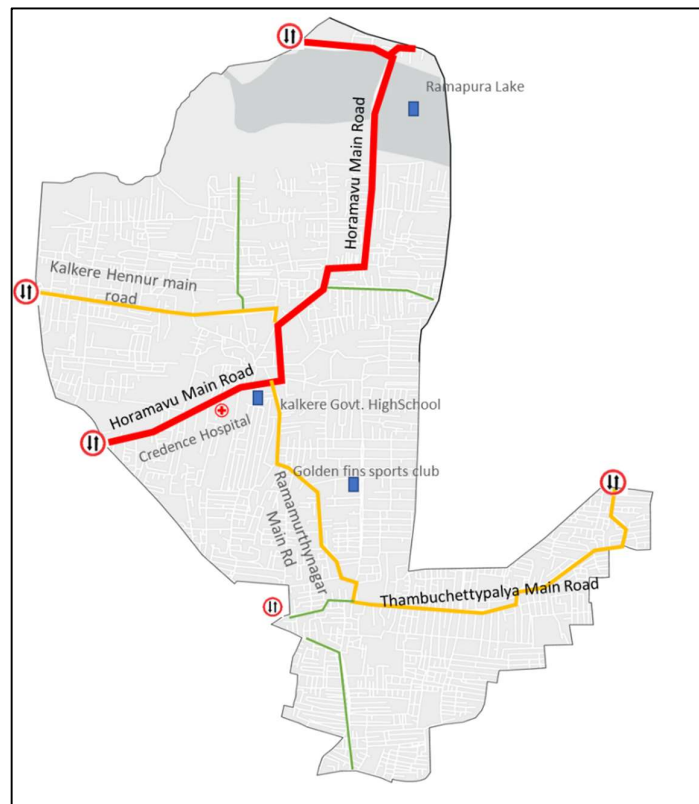
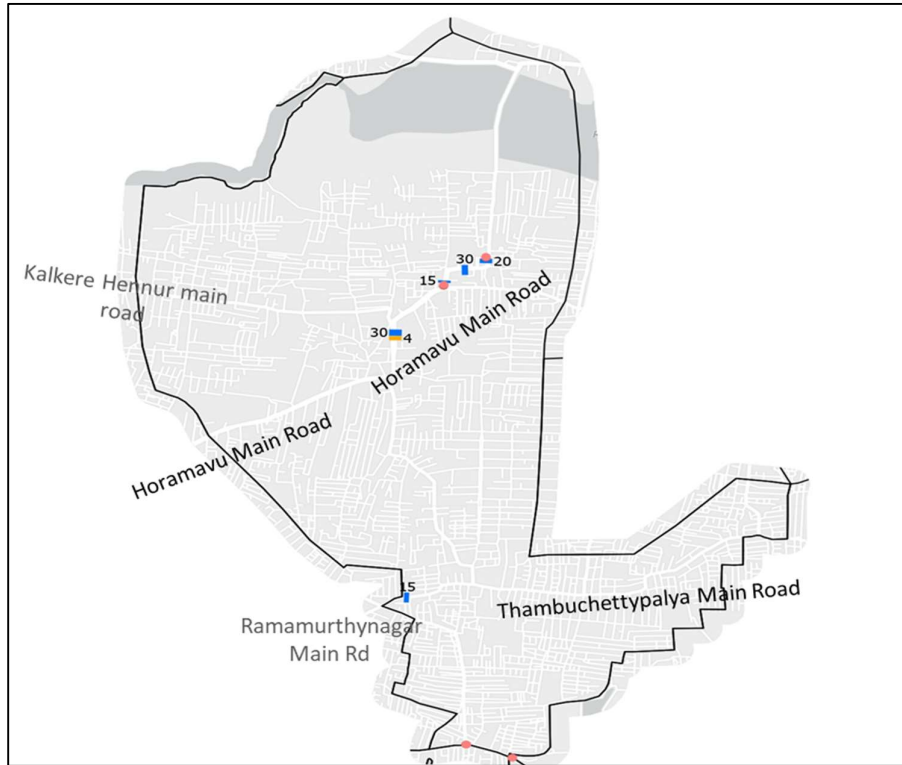











Figure 8: Map showing major roads and attraction points of Ramamurthy Nagar ward

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	

Ward 51 – Vijnanapura Ward

Demographic Details

Vijnanapura ward with an area of 2.05 sq.km has a population of 35087 with a density of 17079.4 persons per Sq.km. This ward has the highest population density in Mahadevapura Zone.

Existing Land use

Residential and commercial are the major land uses typology in this ward. A small part of industrial area also exists at center of this ward. Steel Authority of India (SAIL) covers major land on south-west boundaries of the ward. The major trip generating points in this ward are SAIL warehouse, Food Corporation of India godown for freight purposes.

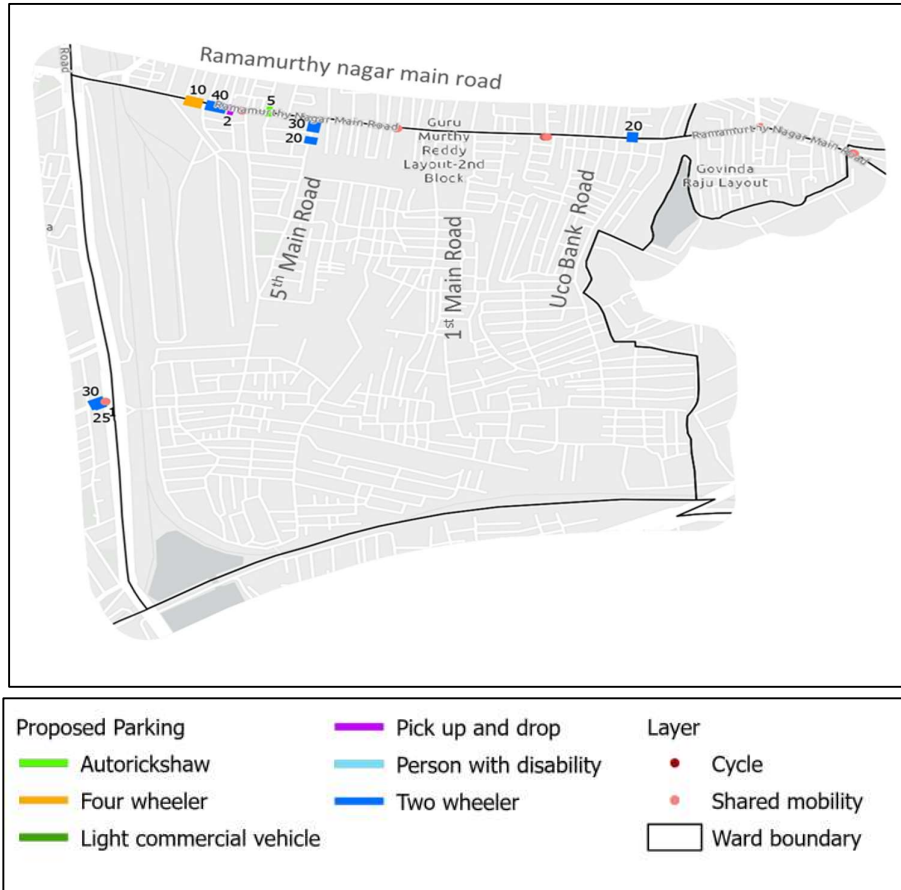
Transport Network

The major roads in the ward include Ramamurthy Nagar main road, outer ring road, 1st main road & 5th main road.



Figure 9: Map showing major roads and attraction points of Vinjanapura ward

Parking Allocation



Ward 52 – K R Puram Ward

Demographic Details

K R Puram with an area of 5.16 sq.km has a population of 26485 with a density of 5130.62 persons per Sq.km.

Existing Land use

The major land uses in this ward is Residential, Public and Semi Public. Major public land usage are Gangadhar Kere Lake, K R Puram Lake, Bhattrahalli Lake & St. Antony Church, ITI Vidya Mandir School.

Transportation network

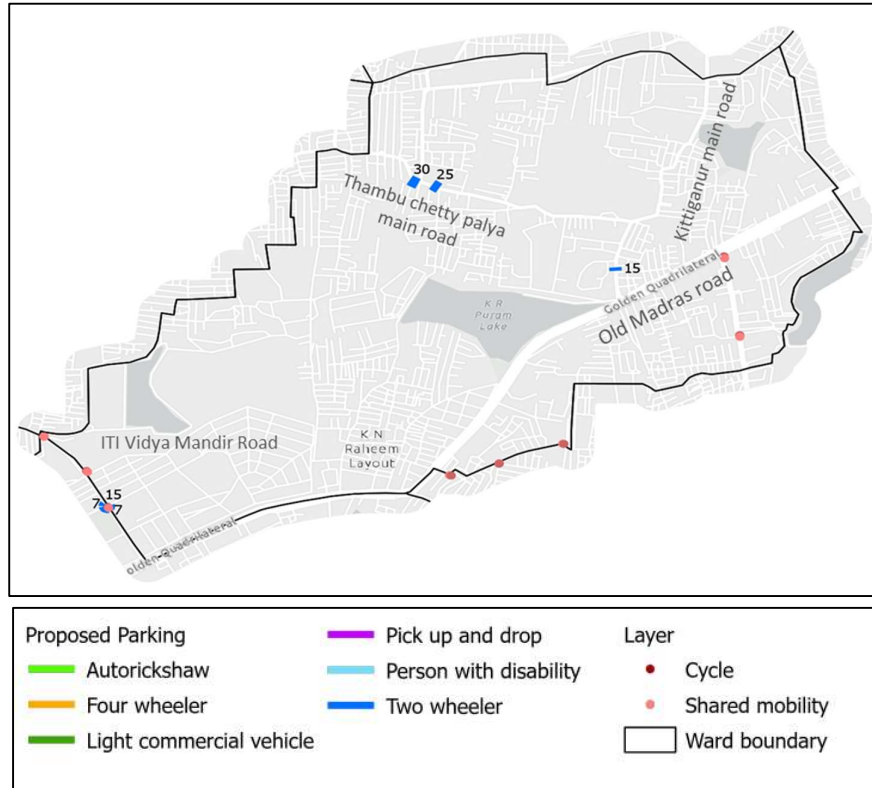
The major roads in this ward include Outer Ring Road, Kittiaganur Main Road, Thambuchetty palya Main Road. These roads consist of bus route network also.

The major landmarks in the ward include Gangadhar Kere Lake, K R Puram Lake, Govt. Hospital K R Puram, ITI Vidya Mandir School, Garden City University, St. Anatomy Church, Bhattrahalli Lake.



Figure 10: Map showing major roads and attraction points of K R Puram ward

Parking Allocation



Ward 53 – Basavanpura Ward

Demographic Details

Basavanpura ward with an area of 6.44 sq.km has a population of 22012 with a density of 3418.68 persons per Sq.km.

Existing Land use

The major land uses in this ward is residential. There are small pockets of public semipublic and industrial. Also, ward has vacant spaces towards north-east side. The major landmarks in the ward include S E A College of Engineering, Cambridge Institute of technology.

Transportation & Bus route network

The major road network in this ward includes Devasandra Main Road, Basavanpura Main Road, Outer Ring Road, Dommasandra Main Road, Medahalli Main Road. The roads on which BMTC buses are Devasandra Main Road, Medahalli Main Road and Outer Ring Road.

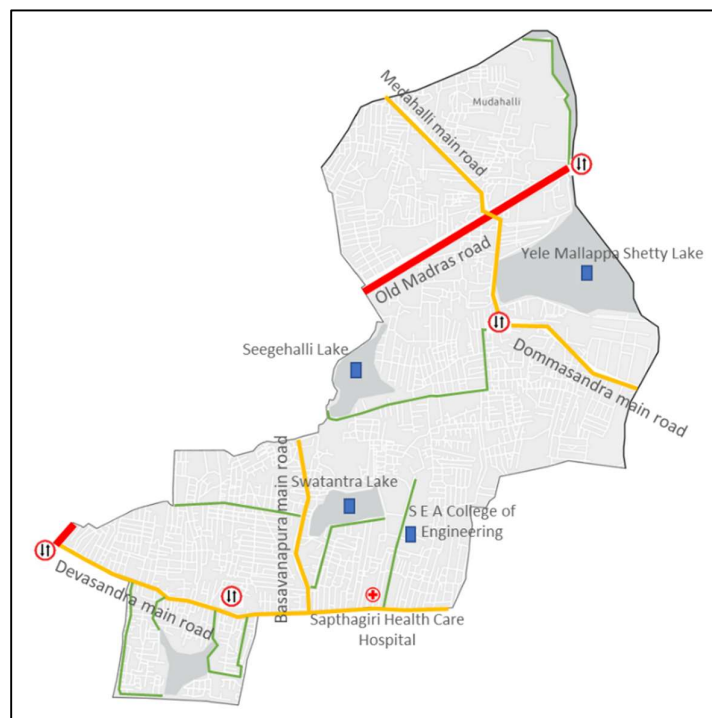
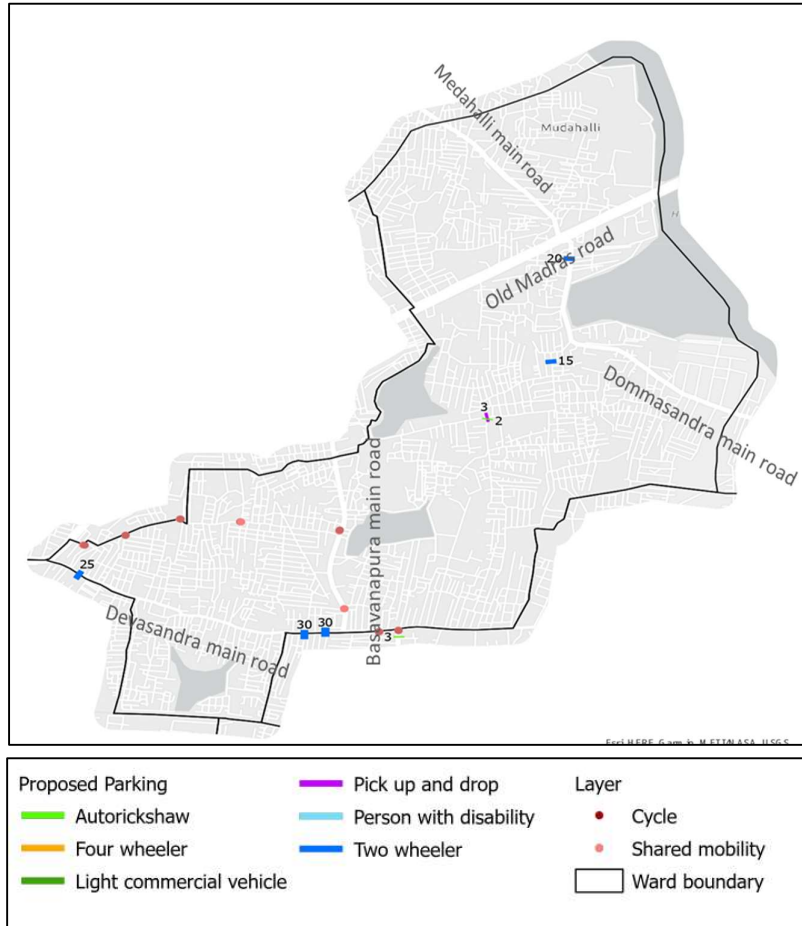


Figure 11: Map showing major roads and attraction points of Basavanpura ward

Parking Allocation



Ward 54 – Hoodi ward

Demographic Details

Hoodi ward with an area of 15.41 sq.km has a population of 20700 with a density of 1343.43 persons per Sq.km.

Existing Land use

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

Transportation network

The major roads in this ward include Hennur Bagalur Road, Kodigehalli Road, Whitefield Main Road, Hudi Main Road. The major landmarks in this ward are Hoodi Lake, Sadaramangala Lake, South Asia institute of Advance Christian Studies (SAIACS) and Forum Mall.

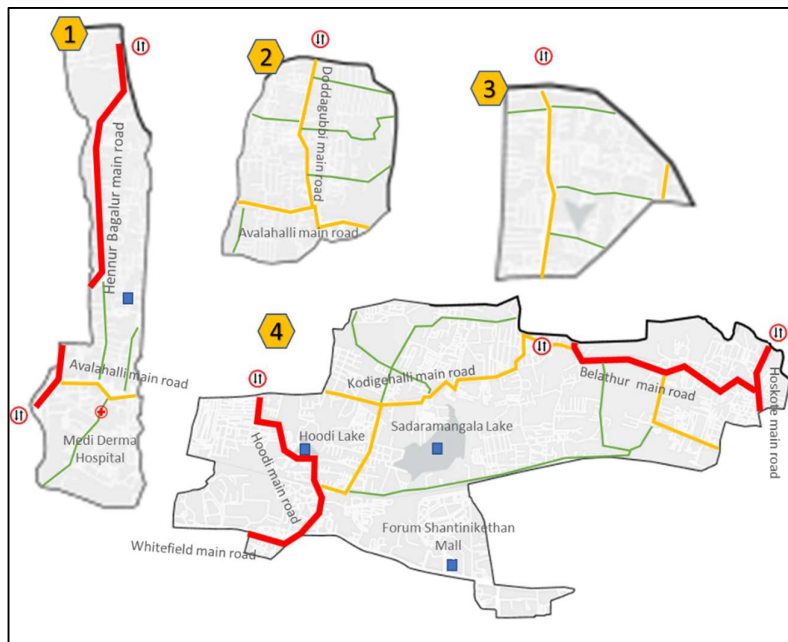
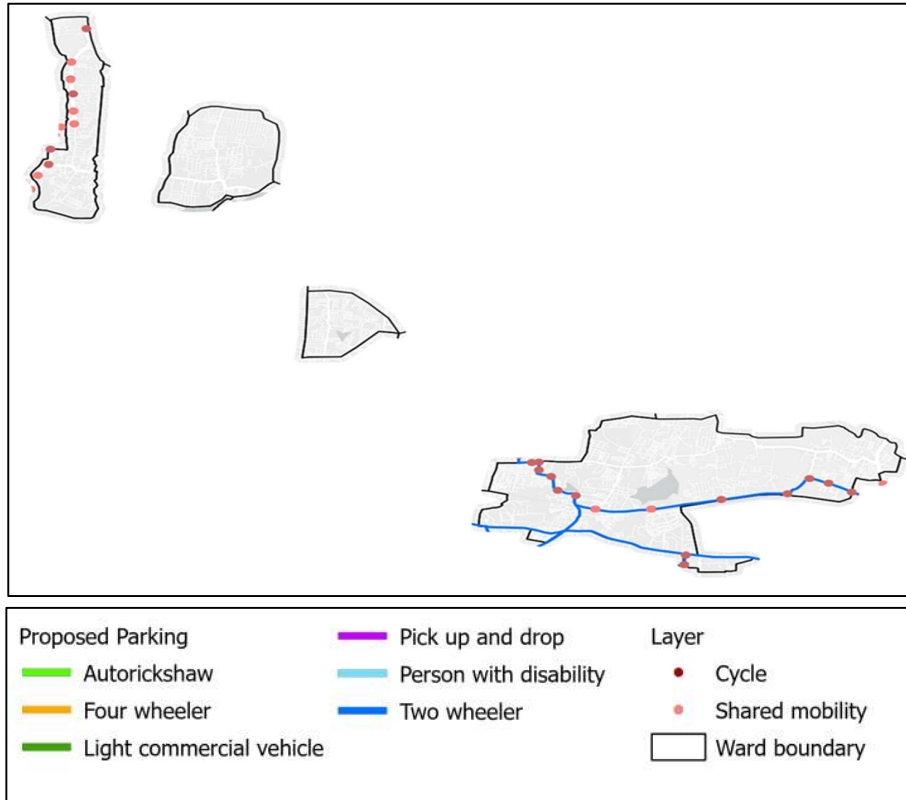


Figure 12: Map showing major roads and attraction points of Hoodi ward

Parking allocation



Ward 55 – Devasandra Ward

Demographic Details

Devasandra ward with an area of 3.46 sq.km has a population of 22057 with a density of 6373.08 persons per Sq.km.

Existing Land use

The major land uses in this ward is industrial and residential. Most of the land uses are of DRDO, ITI & LPG research center along Old Madras Road. Three High Density Corridors passing in this ward. This ward very less park spaces compared to others in Mahadevapura Zone.

Transportation network

The major roads in this ward include Old Madras Rd, Outer Ring Road, 1st Main Rd, Whitefield Main Road, Indira Nagar Layout Road.

The major landmarks in this ward are Indian Telephone Industry, DRDO Sports Complex, Nakkundhi Lake, Dr. B R Ambedkar Stadium, LPG Equipment Research centre, Jawaharlal Nehru Park.

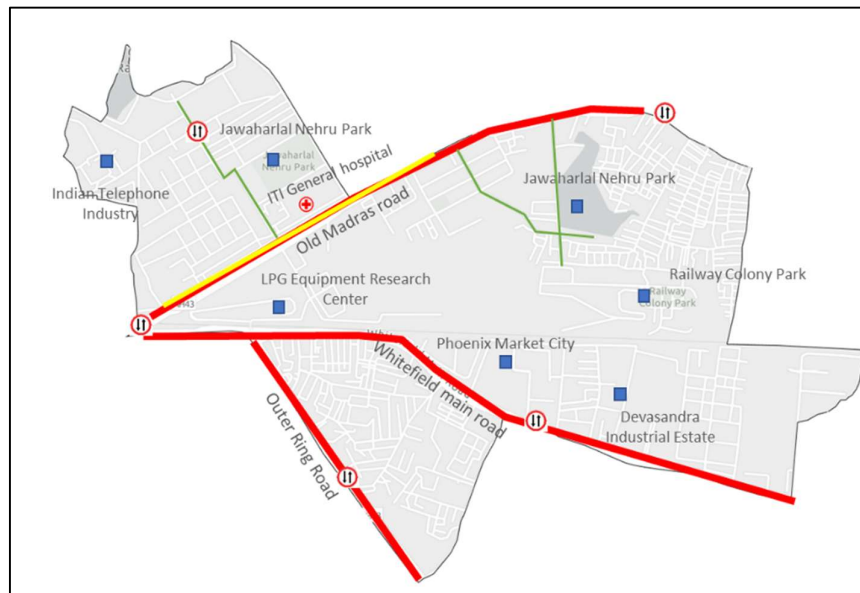
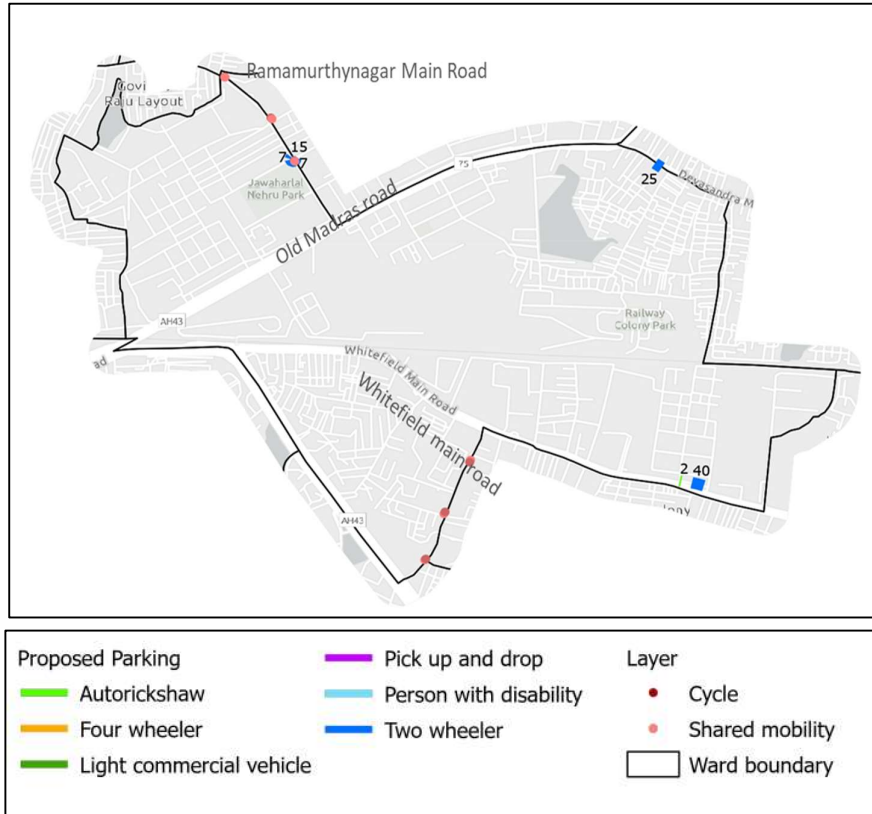


Figure 13: Map showing the major road and attraction points in Devasandra ward

Parking Allocation



Ward 56 – A Narayanpura ward

Demographic Details

A Narayanpura ward with an area of 2.14 sq.km has a population of 29420 with a density of 13728.52 persons per Sq.km. This ward has highest population density in Mahadevapura Zone.

Existing Land use

The major land use in this ward is residential. The industrial and commercial land use is along Old Madras Road i.e., National Highway 44.

The major landmarks in this ward are Benninganahalli Lake, Narayanpura PHC, Hanuman Park, St. Jude Church, Lowry Memorial Educational Institute, B Narayanpura Lake, India Tin Factory, Defense Avionics Research Establishment (DARE), KJM 2W Parking, Center for Artificial Intelligence & Robotics (CAIR).

Transportation network

The major roads in this ward include Old Madras Road, 1st Main Road, 2nd Main Road, A Narayanpura Main Road.

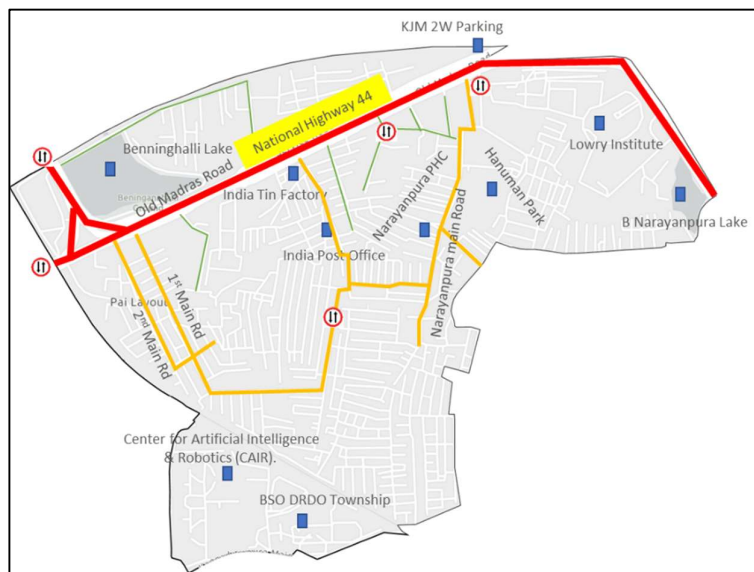
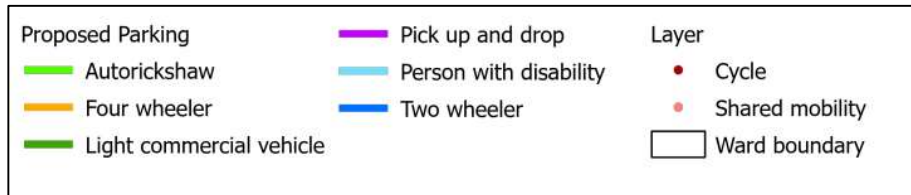
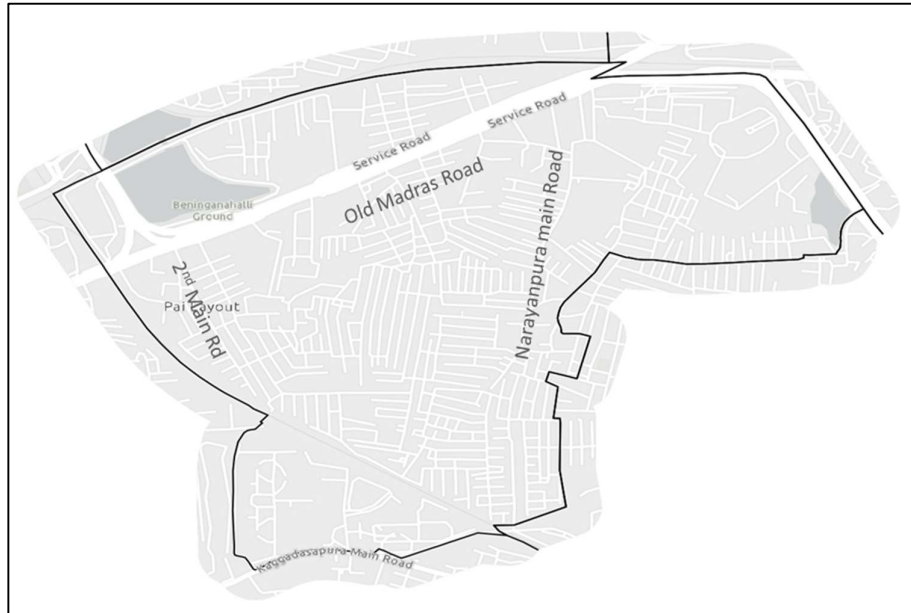


Figure 14: Map showing the major roads and trip attraction points in A Narayanpura ward

Parking Allocation



Ward 81 – Vijnana Nagar ward

Demographic Details

Vijnana Nagar ward with an area of 5.74 sq.km has a population of 24757 with a density of 4310.02 persons per Sq.km.

Existing Land use

The major land uses in this ward is residential and defense. Most of the residential lands belongs to BEML township. There are two major water bodies in the ward on either side of the ward.

The major landmarks in this ward are DRDO Phase 2, L B SastryNagar lake, Nakkundhi Lake, ARDC HAL etc.

Transportation network

The major roads in this ward are part of Outer Ring Rd, Kaggadaspura Main Road, MalleshpalyaMain Road, Vijnana nagar Main Roads are having most of their traffic movement in this ward.

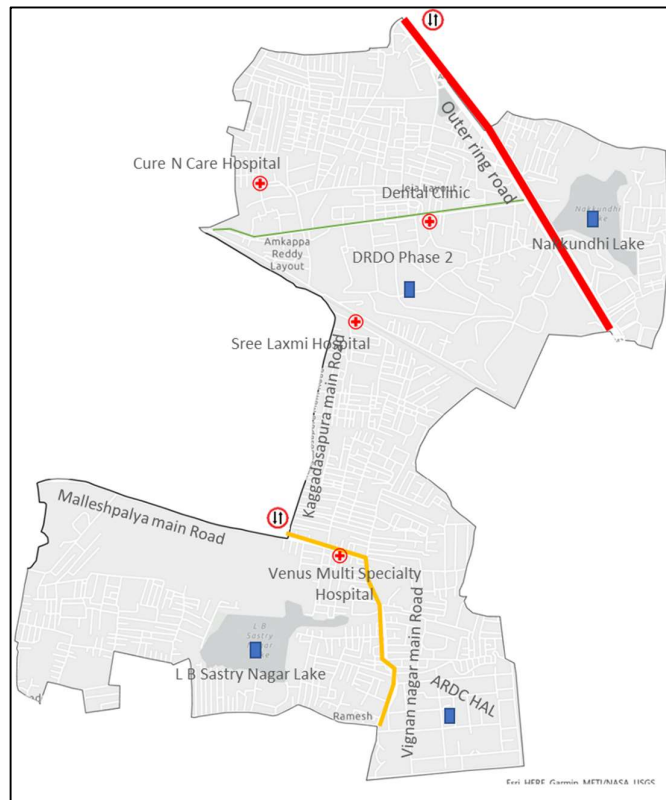
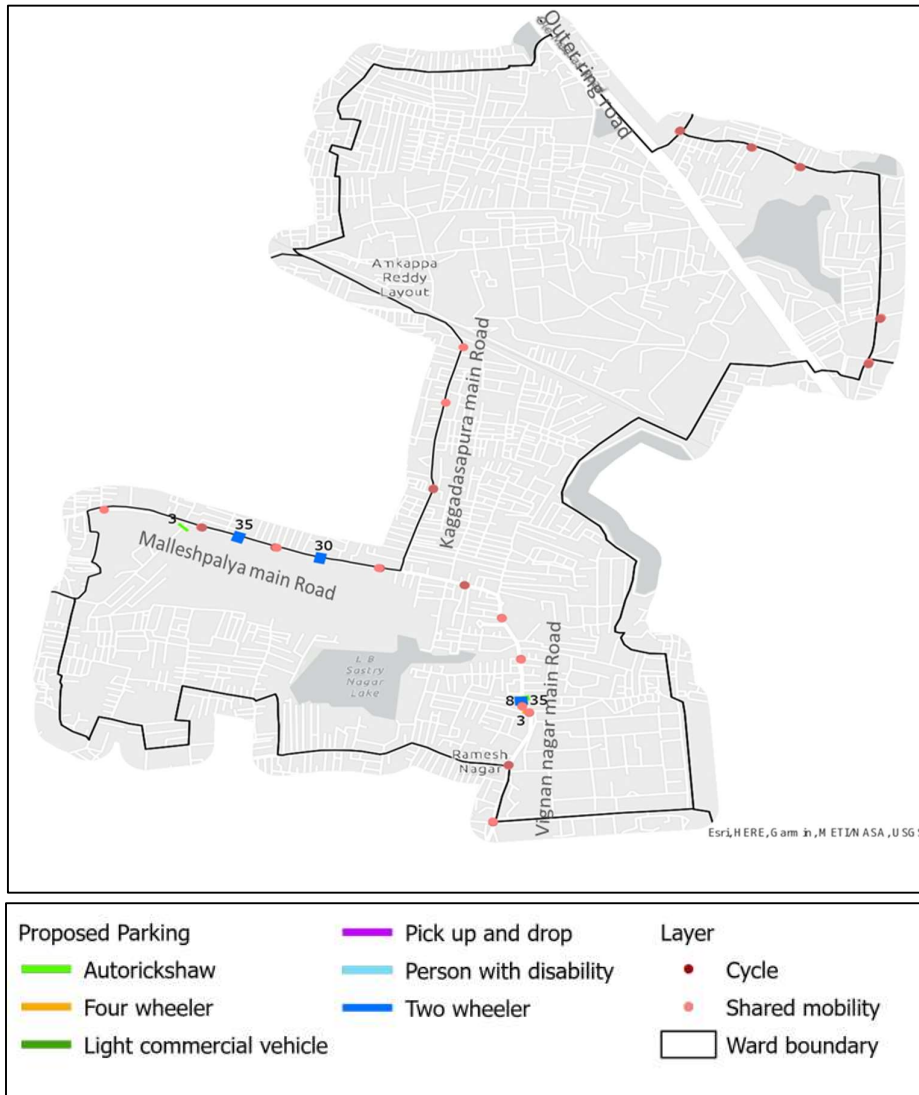


Figure 15: Map showing the major roads and trip attraction points in Vijnana Nagar ward

Parking Allocation



Ward 82 –Garudachar Palya ward

Demographic Details

Garudachar Palya ward with an area of 6.77 sq.km has a population of 20920 with a density of 3090.26 persons per Sq.km.

Existing Land use

The major land use in this ward is industrial hi-tech and residential. There are vacant lands in this ward.

The major landmarks in this ward are Gopalan College of Engineering, Hoodi Lake, KTPO Exhibition & Convention Center, ITPL Back Lake, Yelgata Lake park, Government Hospital at Garudachar palya etc.

Transportation network

The major roads in this ward include 1st Main Rd, ITPL Main Rd, Whitefield Main Road, Hoodi Road, Pattandur Agrahara Road.

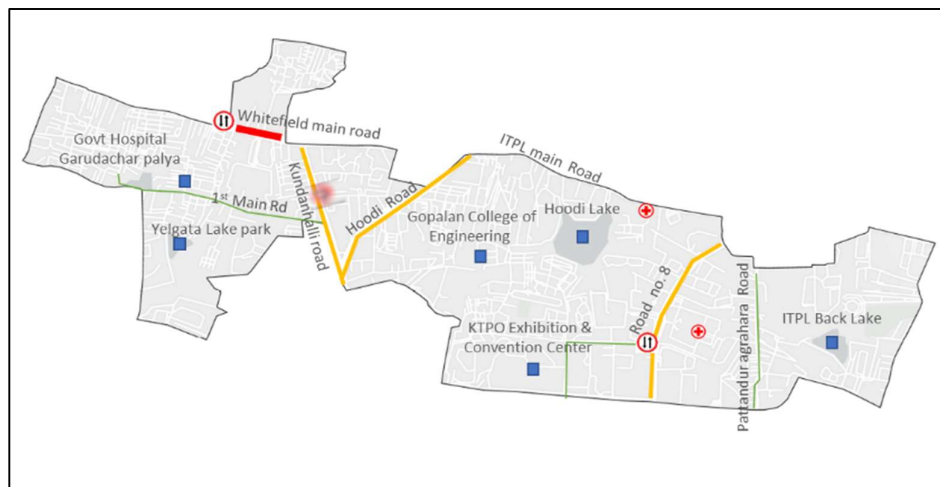
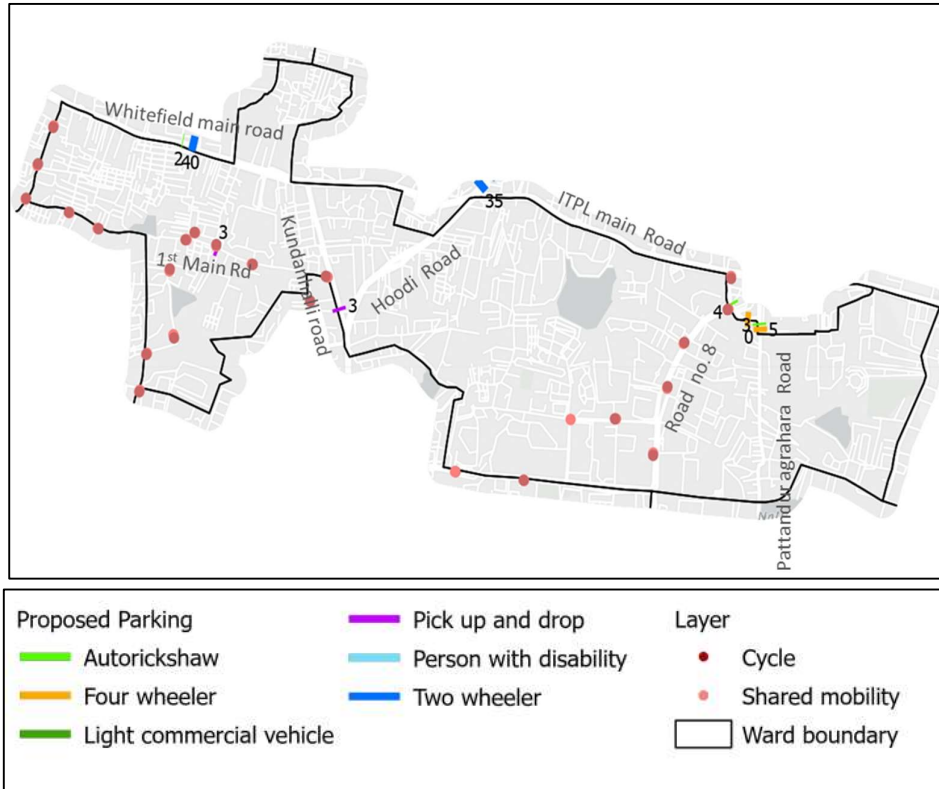


Figure 16: Map showing the major roads and trip attraction points in Garudachar Palya ward

Parking Allocation



Ward 83 – Kadugodi ward

Demographic Details

Kuvempu Nagar ward with an area of 11.45 sq.km has a population of 22205 with a density of 1939.07 persons per Sq.km.

Existing Land use

The major land uses in this ward is vacant and agriculture. The industrial land use is very limited whereas transport communication land uses are available on west part of zone.

The major landmarks in this ward are Whitefield Satellite Goods Terminal, Forest Technical & Training Institute, CONCOR, M V J College of engineering, Food Corporation of India, Whitefield Railway station etc.

Transportation network

The major roads in this ward include Channasandra Main Road, Kadugodi Main Road, ITPL Main Road.

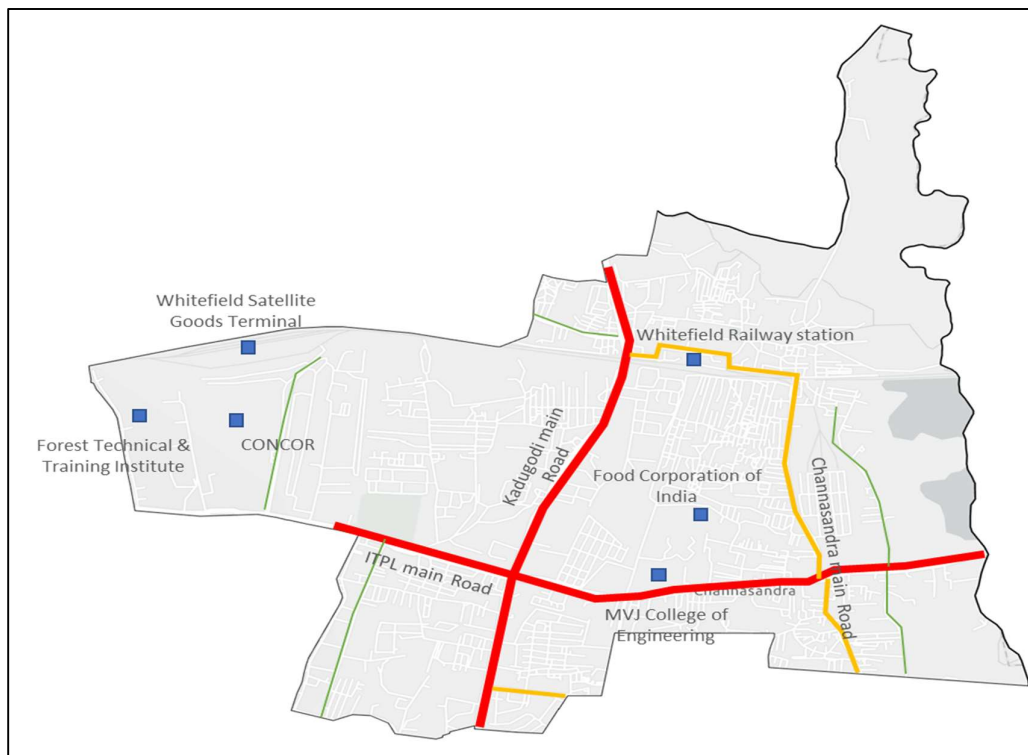
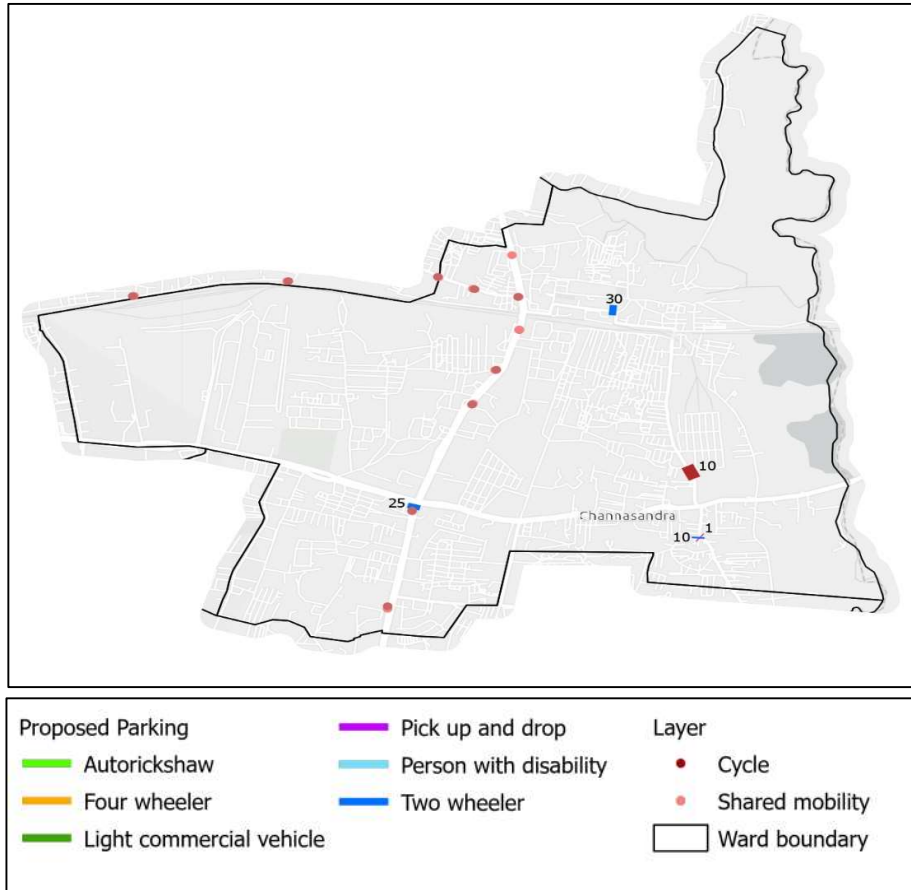


Figure 17: Map showing the major roads and trip attraction points in Kadugodi ward

Parking Allocation



Ward 84 – Hagadur ward

Demographic Details

Hagadur ward with an area of 12.77 sq.km has a population of 25915 with a density of 2028.89 persons per Sq.km.

Existing Land use

The major land uses in this ward is a majority of vacant and residential. East part is an agricultural purpose only. There are some public and semi-public spaces within ward.

The major landmarks in this ward are Nallurahalli Lake, Vydehi Institute of Medical Science, Ecumencial Christian Center, Thubarahalli Lake, Kundalahalli Lake, Hindustan Uniliver Research Center

Transportation network

The major roads in this ward include Whitefield Main Road, Immadihalli Road, Hagadur Road, AmbedkarNagara Main Road, Borewell Road, Old Airport Road, Nallurahalli Main Road etc.

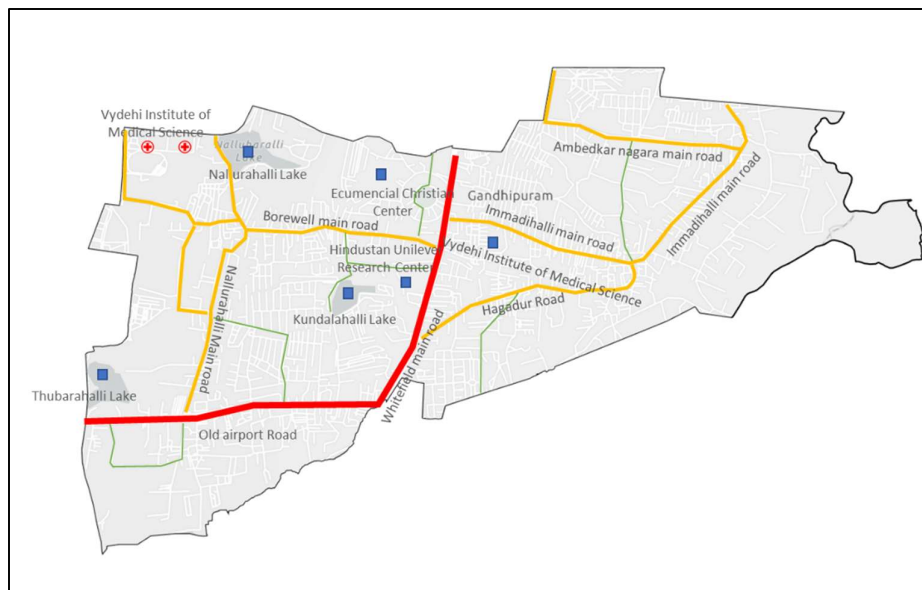


Figure 18 Map showing the major roads and trip attraction points in Hagadur ward

Annexure 1 – Ward Details

Ward 25 – Horamavu Ward

Demographic Details

The Horamavu ward with an area of 17.72 sq km consists of 28167 population (as per 2011 census) with a density of 1589.98 Persons per Sq.km.

Existing Land use

One of the major land uses in this ward is Residential. There is considerable amount of vacant land too in this ward.

Transport Network

The major roads in the wards include Hennur Bagalur Main Road, Horamavu-Agara Main Road, part of thambuchettypalya road and K Narayanpura Main Road. It has also Southern Central Railway line passing west to south-east.

The major attraction point in the ward are Horamavu agara lake, Kalkere lake Army Institute of Hotel Management & Catering Technology, Kristu Jayanti College, Cratis Hospital.

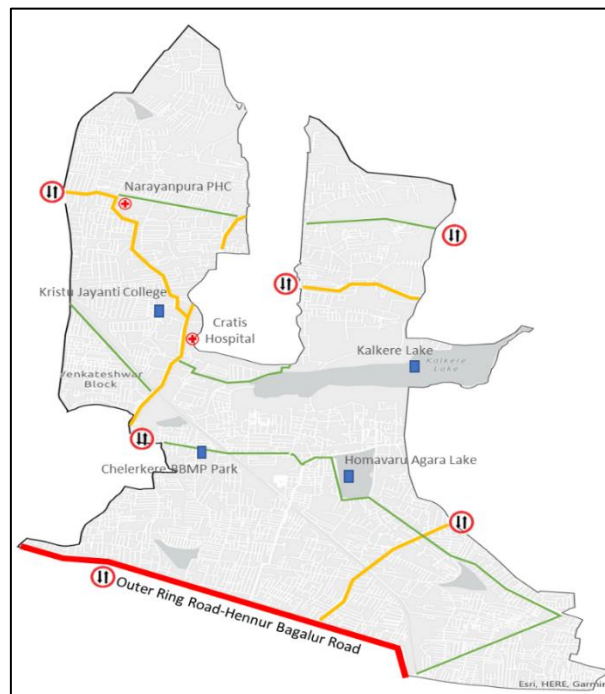
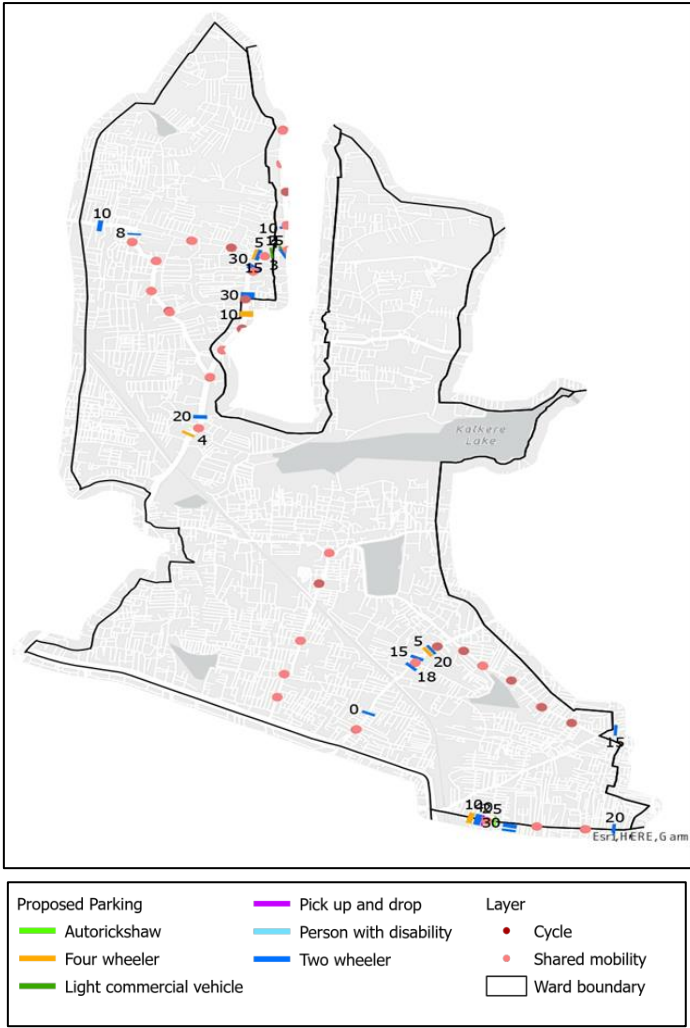


Figure 7: Map showing major roads and attraction points of Horamavu ward

Parking Allocation



Ward 26 – Ramamurthy Nagar Ward

Demographic Details

Ramamurthy Nagar ward with an area of 7.74 sq.km hosts a population of 21999 with a density of 2842.81 persons per Sq.km.

Existing Land use

One of the major land uses in this ward is residential and public semi-public. Major part of this ward is a vacant land. The commercial land use is very less in this ward and same is the case for parking demand.

Transport Network

There are 2 major roads in this ward i.e., Horamavu Main Road & Thambuchettyalya Main Road connecting ward in north-south direction. Both routes have bus network & cover major commercial and residential areas of this ward.

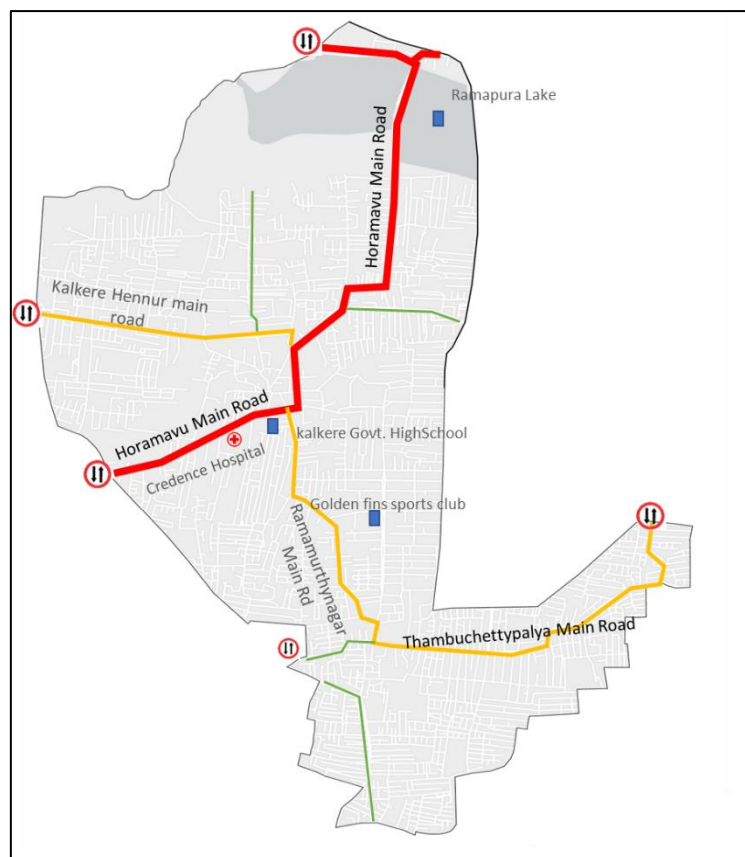
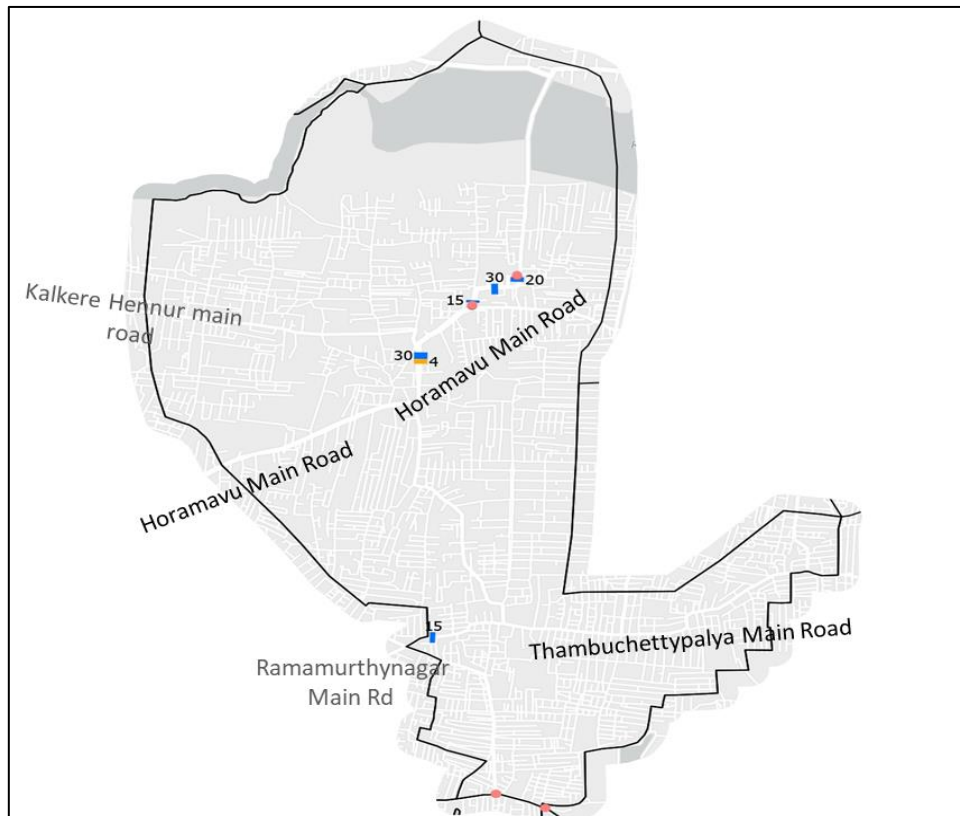


Figure 8: Map showing major roads and attraction points of Ramamurthy Nagar ward

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		

Ward 51 – Vijnanapura Ward

Demographic Details

Vijnanapura ward with an area of 2.05 sq.km has a population of 35087 with a density of 17079.4 persons per Sq.km. This ward has the highest population density in Mahadevapura Zone.

Existing Land use

Residential and commercial are the major land uses typology in this ward. A small part of industrial area also exists at center of this ward. Steel Authority of India (SAIL) covers major land on south-west boundaries of the ward. The major trip generating points in this ward are SAIL warehouse, Food Corporation of India godown for freight purposes.

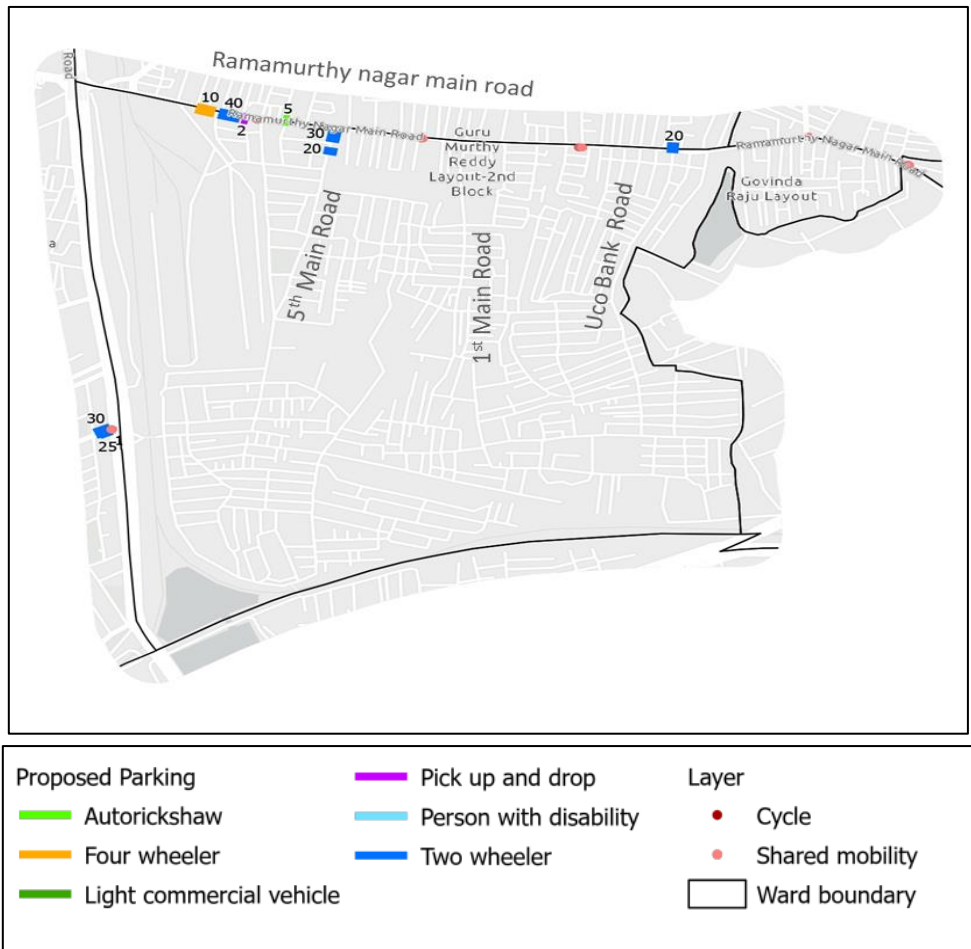
Transport Network

The major roads in the ward include Ramamurthy Nagar main road, outer ring road, 1st main road & 5th main road.



Figure 9: Map showing major roads and attraction points of Vijnanapura ward

Parking Allocation



Ward 52 – K R Puram Ward

Demographic Details

K R Puram with an area of 5.16 sq.km has a population of 26485 with a density of 5130.62 persons per Sq.km.

Existing Land use

The major land uses in this ward is Residential, Public and Semi Public. Major public land usage are Gangadhar Kere Lake, K R Puram Lake, Bhattrahalli Lake & St. Antony Church, ITI Vidya Mandir School.

Transportation network

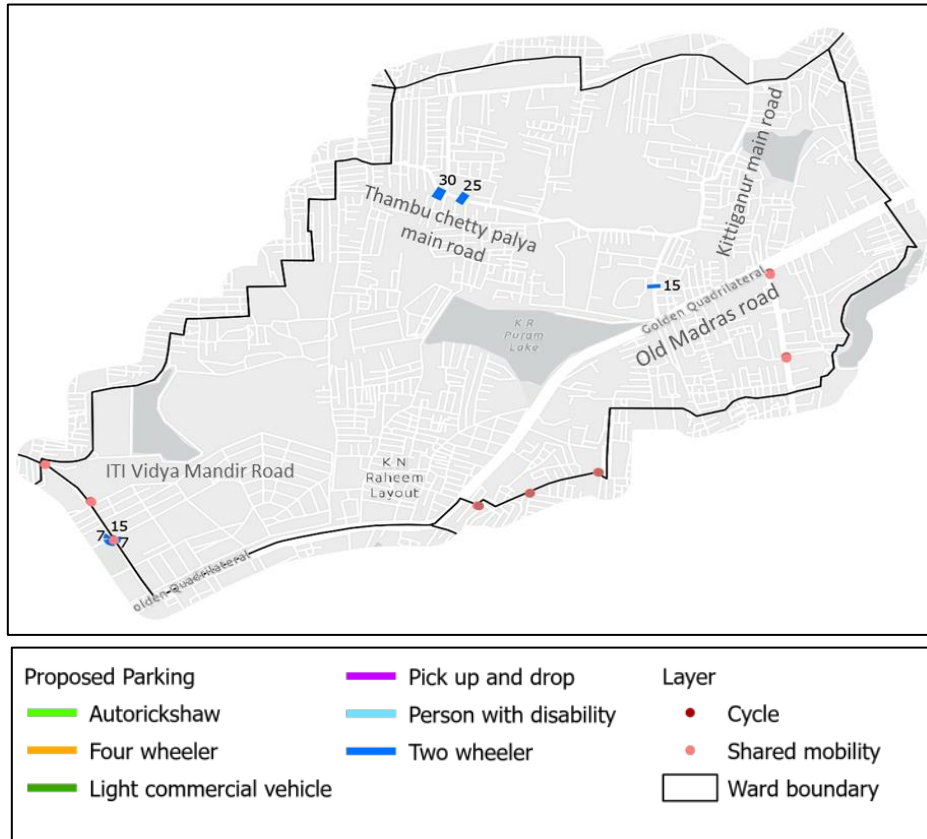
The major roads in this ward include Outer Ring Road, Kittiaganur Main Road, Thambuchettypalya Main Road. These roads consist of bus route network also.

The major landmarks in the ward include Gangadhar Kere Lake, K R Puram Lake, Govt. Hospital K R Puram, ITI Vidya Mandir School, Garden City University, St. Anatomy Church, Bhattrahalli Lake.



Figure 10: Map showing major roads and attraction points of K R Puram ward

Parking Allocation



Ward 53 – Basavanpura Ward

Demographic Details

Basavanpura ward with an area of 6.44 sq.km has a population of 22012 with a density of 3418.68 persons per Sq.km.

Existing Land use

The major land uses in this ward is residential. There are small pockets of public semipublic and industrial. Also, ward has vacant spaces towards north-east side. The major landmarks in the ward include S E A College of Engineering, Cambridge Institute of technology.

Transportation & Bus route network

The major road network in this ward includes Devasandra Main Road, Basavanpura Main Road, Outer Ring Road, Dommasandra Main Road, Medahalli Main Road. The roads on which BMTC buses are Devasandra Main Road, Medahalli Main Road and Outer Ring Road.

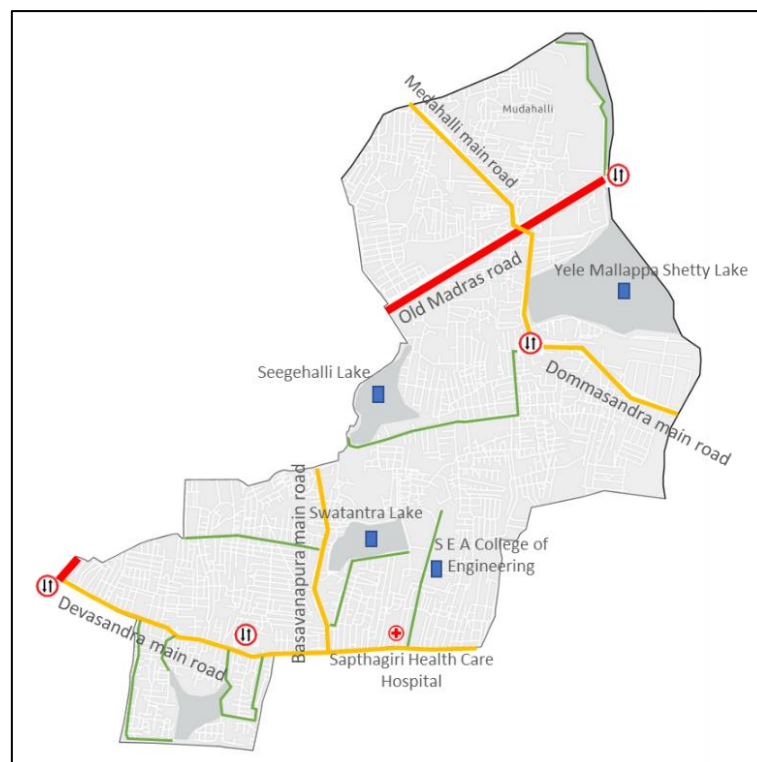
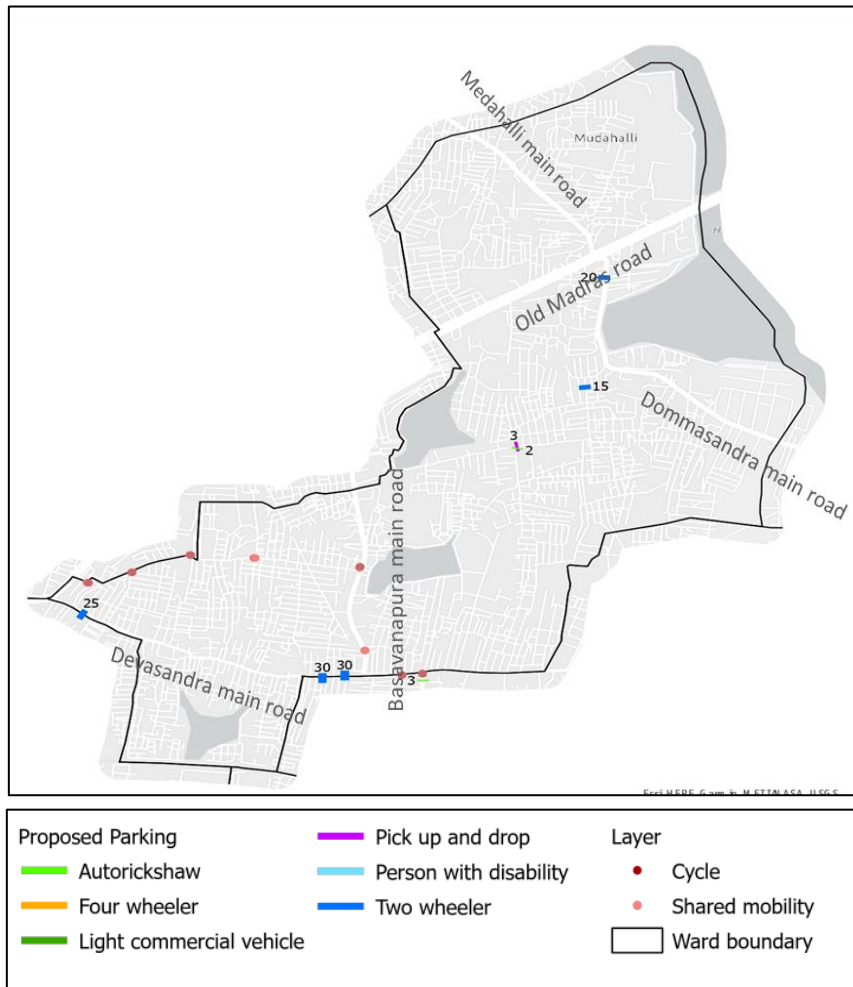


Figure 11: Map showing major roads and attraction points of Basavanpura ward

Parking Allocation



Ward 54 – Hoodi ward

Demographic Details

Hoodi ward with an area of 15.41 sq.km has a population of 20700 with a density of 1343.43 persons per Sq.km.

Existing Land use

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

Transportation network

The major roads in this ward include Hennur Bagalur Road, Kodigehalli Road, Whitefield Main Road, Hudi Main Road. The major landmarks in this ward are Hoodi Lake, Sadaramangala Lake, South Asia institute of Advance Christian Studies (SAIACS) and Forum Mall.

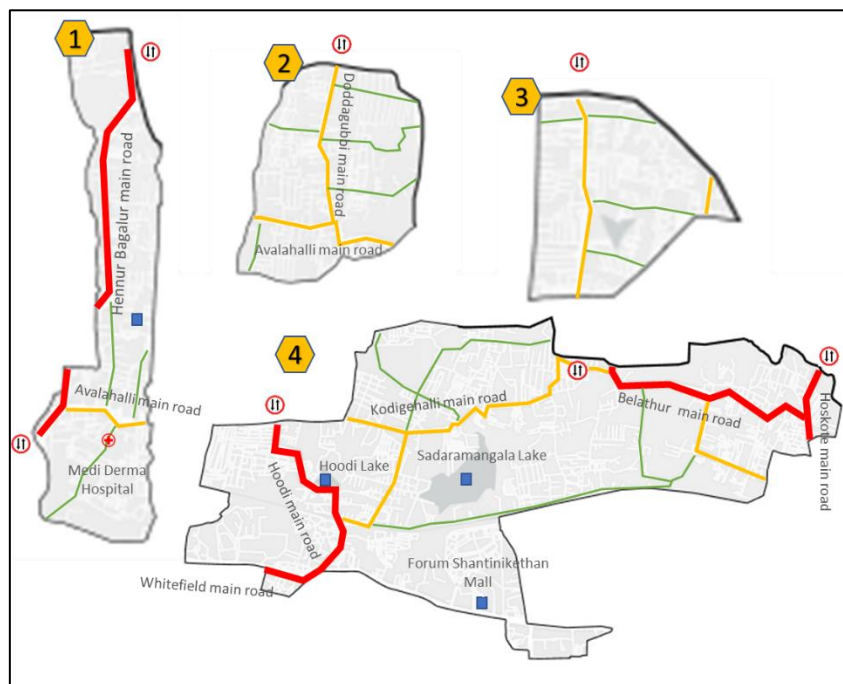
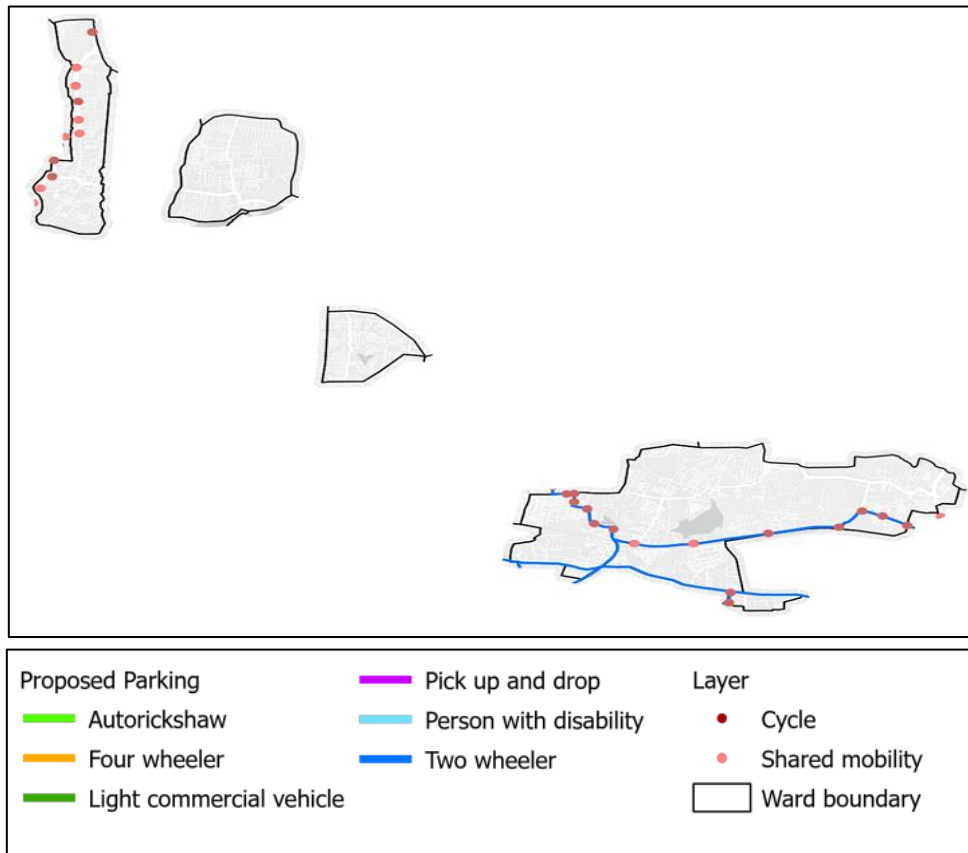


Figure 12: Map showing major roads and attraction points of Hoodi ward

Parking allocation



Ward 55 – Devasandra Ward

Demographic Details

Devasandra ward with an area of 3.46 sq.km has a population of 22057 with a density of 6373.08 persons per Sq.km.

Existing Land use

The major land uses in this ward is industrial and residential. Most of the land uses are of DRDO, ITI & LPG research center along Old Madras Road. Three High Density Corridors passing in this ward. This ward very less park spaces compared to others in Mahadevapura Zone.

Transportation network

The major roads in this ward include Old Madras Rd, Outer Ring Road, 1st Main Rd, Whitefield Main Road, Indira Nagar Layout Road.

The major landmarks in this ward are Indian Telephone Industry, DRDO Sports Complex, Nakkundhi Lake, Dr. B R Ambedkar Stadium, LPG Equipment Research centre, Jawaharlal Nehru Park.

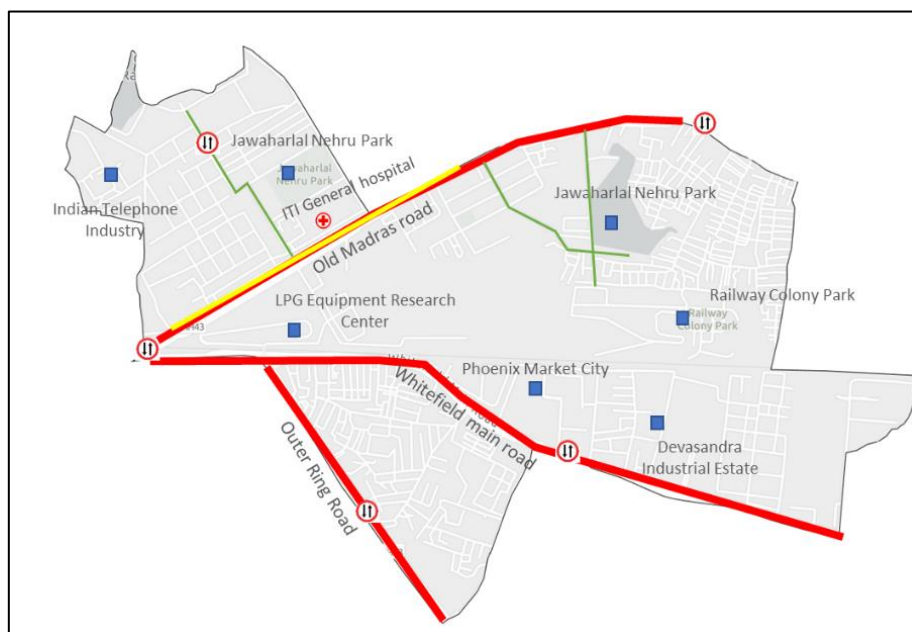
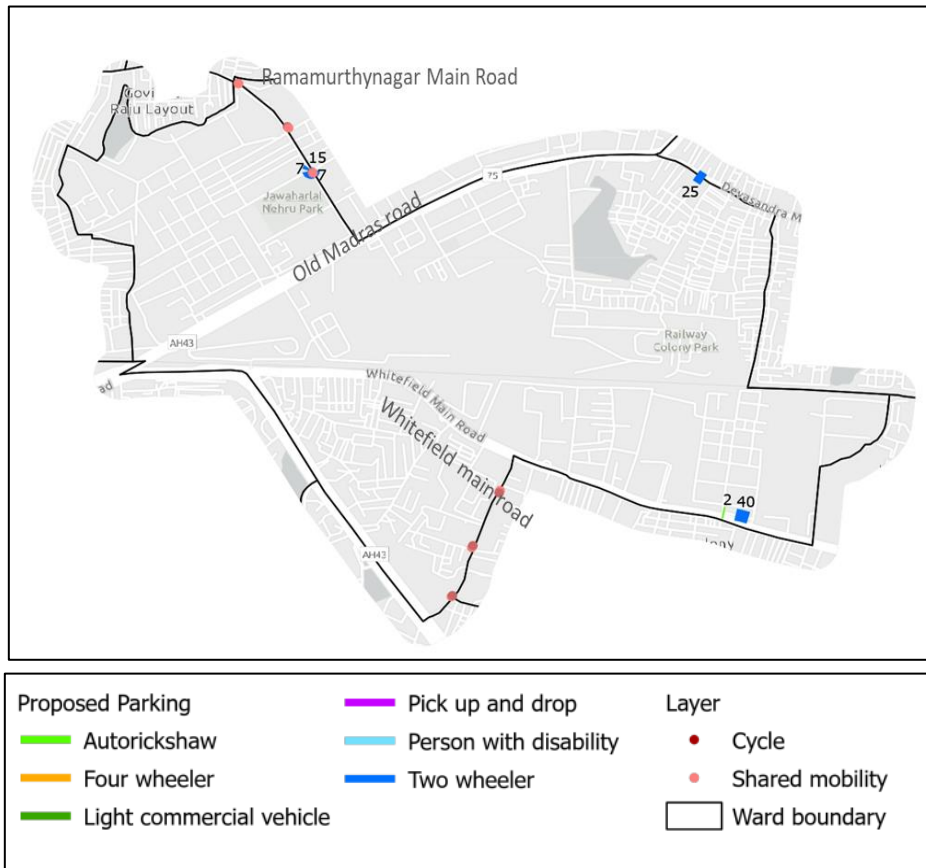


Figure 13: Map showing the major road and attraction points in Devasandra ward

Parking Allocation



Ward 56 – A Narayanpura ward

Demographic Details

A Narayanpura ward with an area of 2.14 sq.km has a population of 29420 with a density of 13728.52 persons per Sq.km. This ward has highest population density in Mahadevapura Zone.

Existing Land use

The major land use in this ward is residential. The industrial and commercial land use is along Old Madras Road i.e., National Highway 44.

The major landmarks in this ward are Benninganahalli Lake, Narayanpura PHC, Hanuman Park, St. Jude Church, Lowry Memorial Educational Institute, B Narayanpura Lake, India Tin Factory, Defense Avionics Research Establishment (DARE), KJM 2W Parking, Center for Artificial Intelligence & Robotics (CAIR).

Transportation network

The major roads in this ward include Old Madras Road, 1st Main Road, 2nd Main Road, A Narayanpura Main Road.

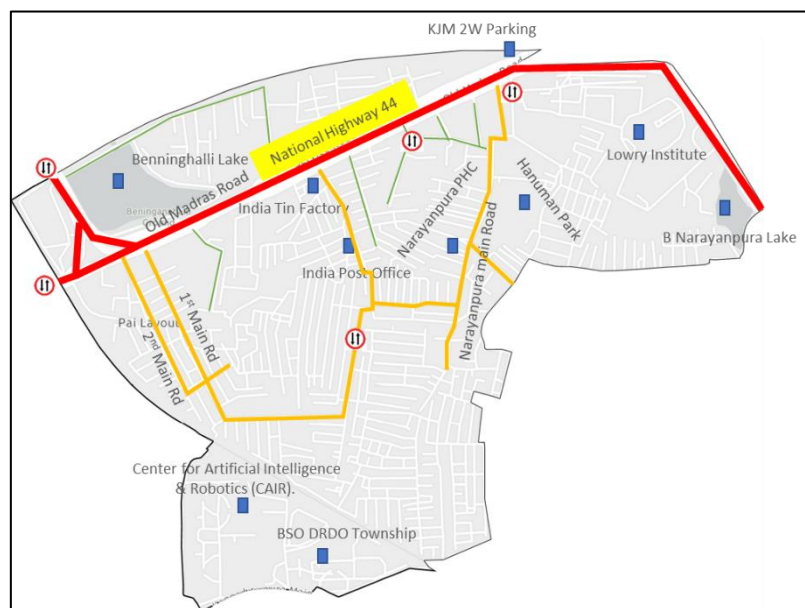
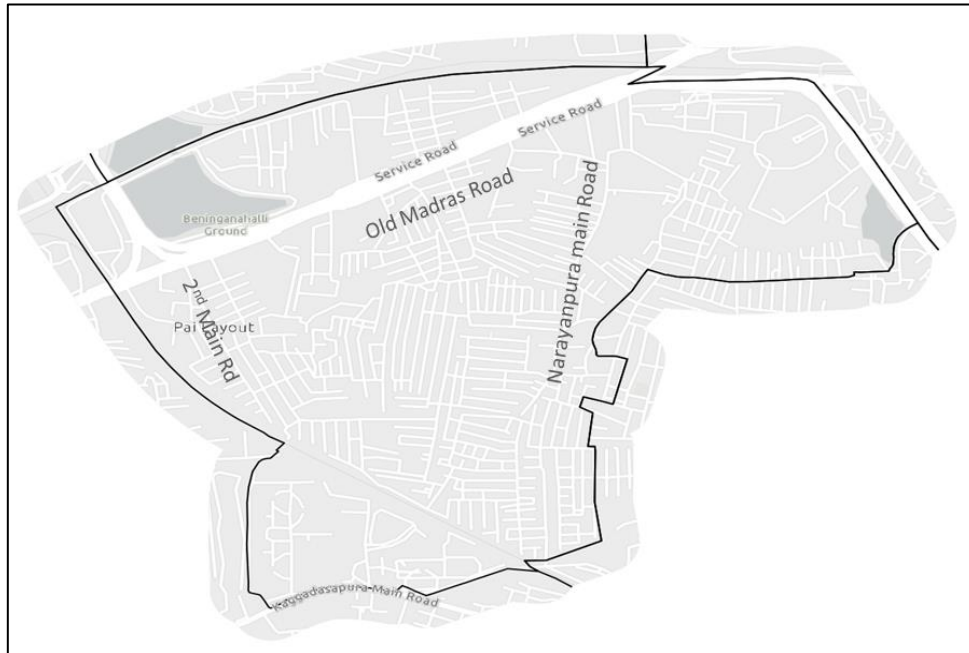


Figure 14: Map showing the major roads and trip attraction points in A Narayanpura ward

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

Ward 81 – Vijnana Nagar ward

Demographic Details

Vijnana Nagar ward with an area of 5.74 sq.km has a population of 24757 with a density of 4310.02 persons per Sq.km.

Existing Land use

The major land uses in this ward is residential and defense. Most of the residential lands belongs to BEML township. There are two major water bodies in the ward on either side of the ward.

The major landmarks in this ward are DRDO Phase 2, L B SastryNagar lake, Nakkundhi Lake, ARDC HAL etc.

Transportation network

The major roads in this ward are part of Outer Ring Rd, Kaggadaspura Main Road, MalleshpalyaMain Road, Vijnana nagar Main Roads are having most of their traffic movement in this ward.

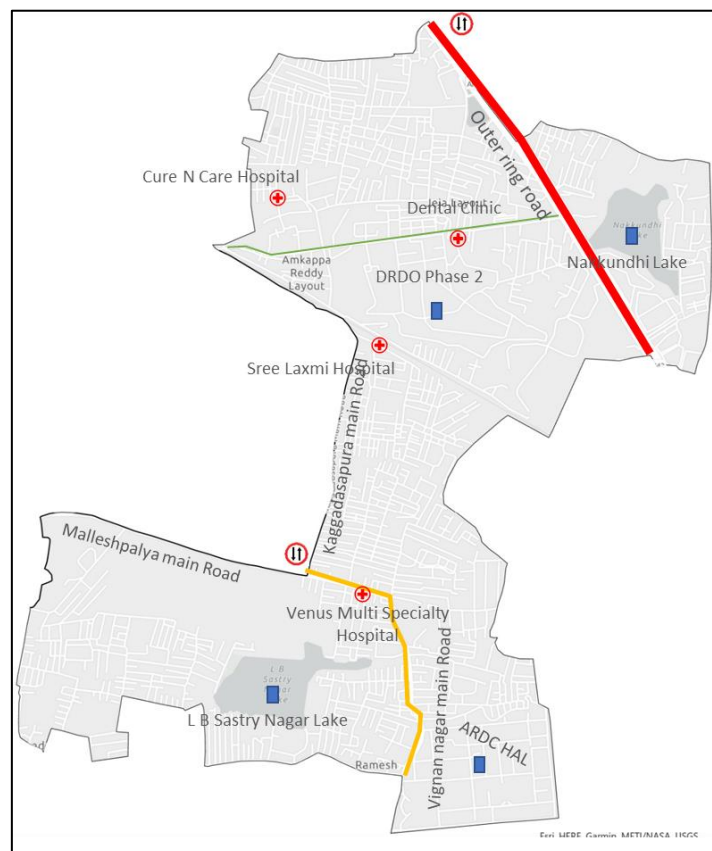
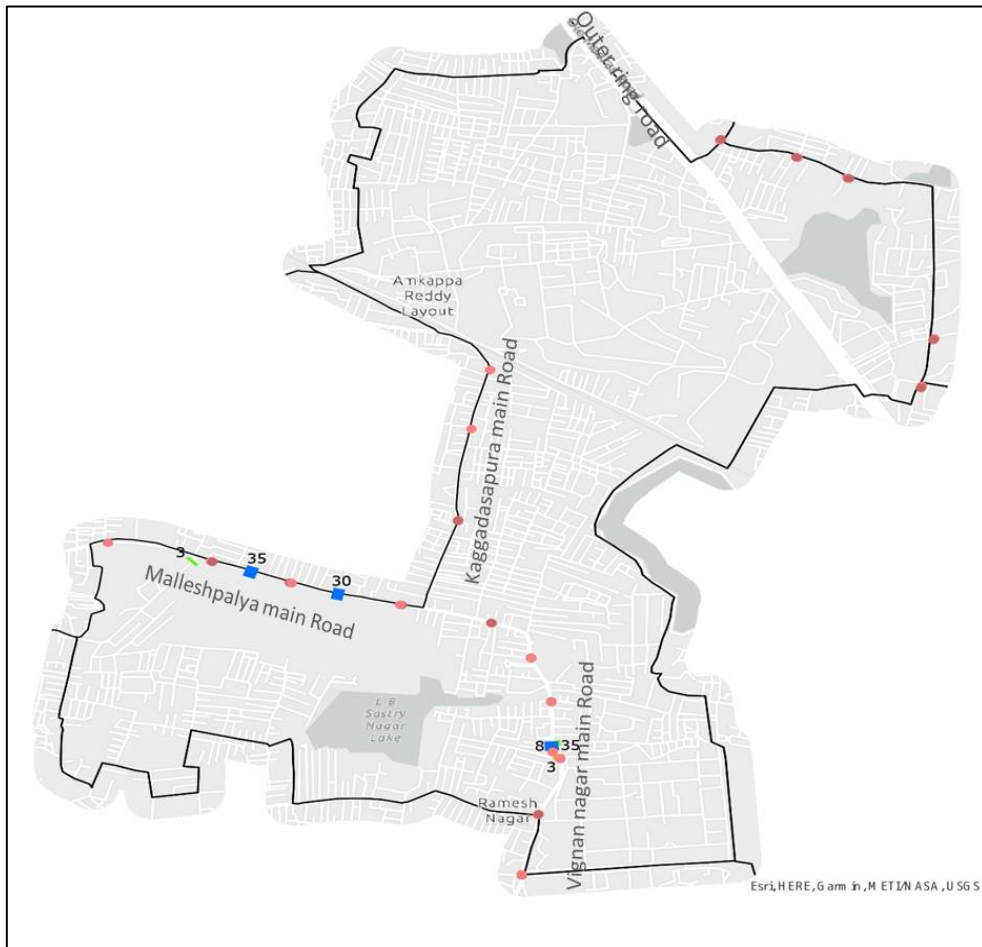


Figure 15: Map showing the major roads and trip attraction points in Vijnana Nagar ward

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		

Ward 82 –Garudachar Palya ward

Demographic Details

Garudachar Palya ward with an area of 6.77 sq.km has a population of 20920 with a density of 3090.26 persons per Sq.km.

Existing Land use

The major land use in this ward is industrial hi-tech and residential. There are vacant lands in this ward.

The major landmarks in this ward are Gopalan College of Engineering, Hoodi Lake, KTPO Exhibition & Convention Center, ITPL Back Lake, Yelgata Lake park, Government Hospital at Garudachar palya etc.

Transportation network

The major roads in this ward include 1st Main Rd, ITPL Main Rd, Whitefield Main Road, Hoodi Road, Pattandur Agrahara Road.

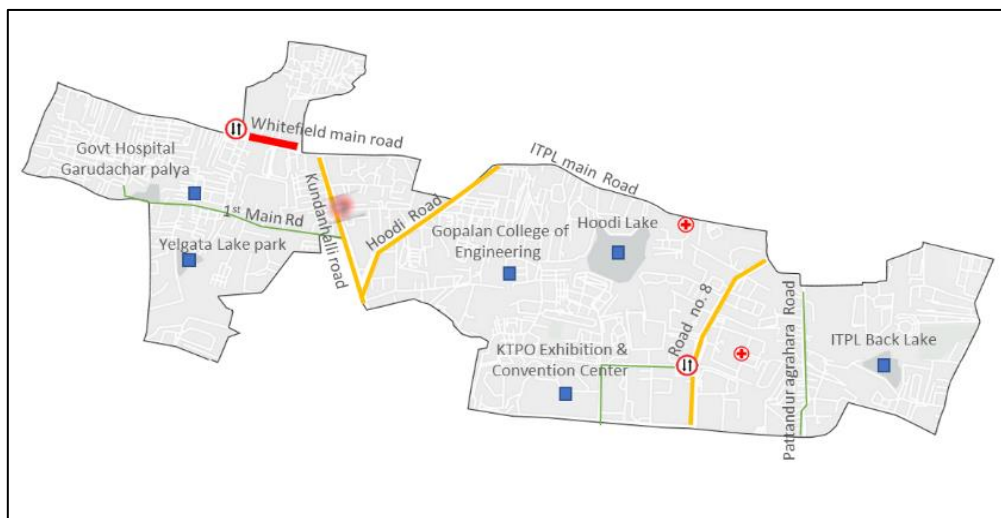
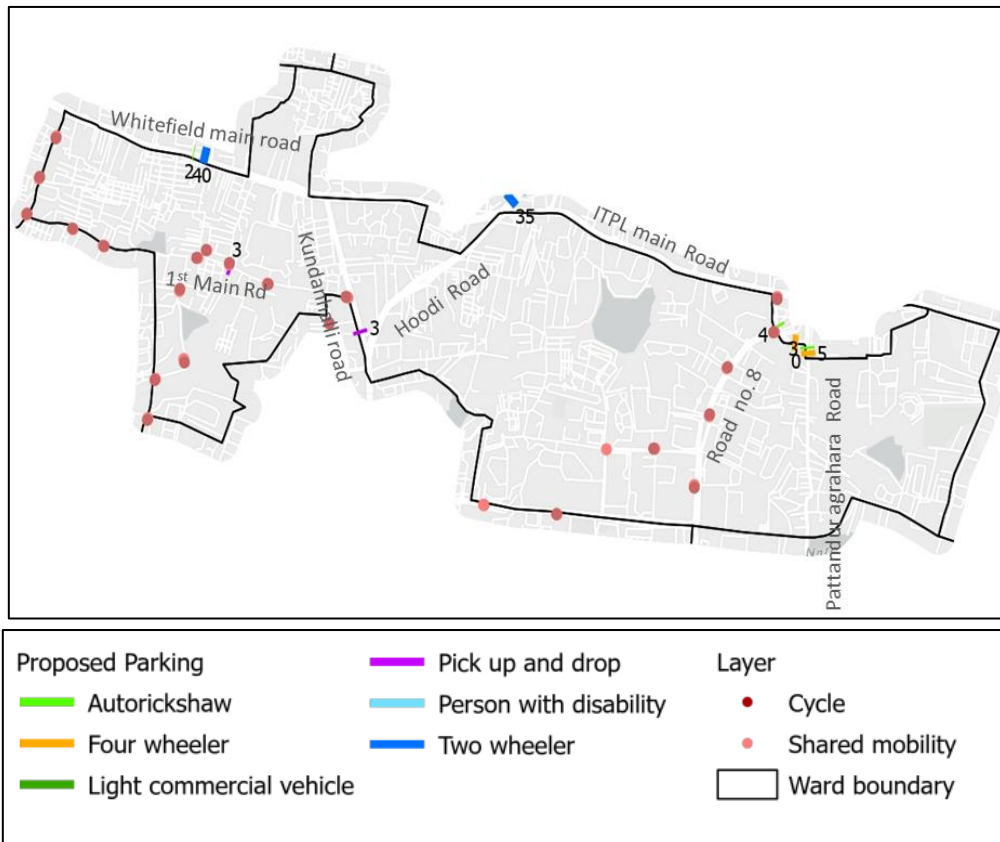


Figure 16: Map showing the major roads and trip attraction points in Garudachar Palya ward

Parking Allocation



Ward 83 – Kadugodi ward

Demographic Details

Kuvempu Nagar ward with an area of 11.45 sq.km has a population of 22205 with a density of 1939.07 persons per Sq.km.

Existing Land use

The major land uses in this ward is vacant and agriculture. The industrial land use is very limited whereas transport communication land uses are available on west part of zone.

The major landmarks in this ward are Whitefield Satellite Goods Terminal, Forest Technical & Training Institute, CONCOR, M V J College of engineering, Food Corporation of India, Whitefield Railway station etc.

Transportation network

The major roads in this ward include Channasandra Main Road, Kadugodi Main Road, ITPL Main Road.

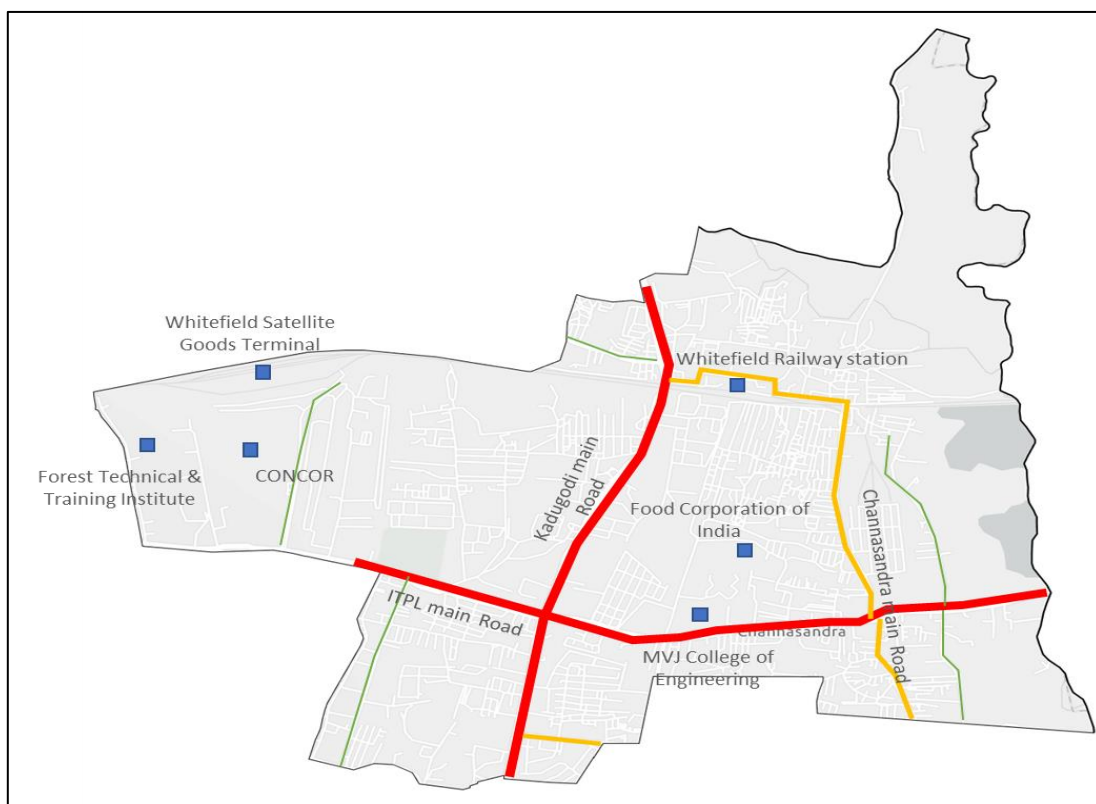
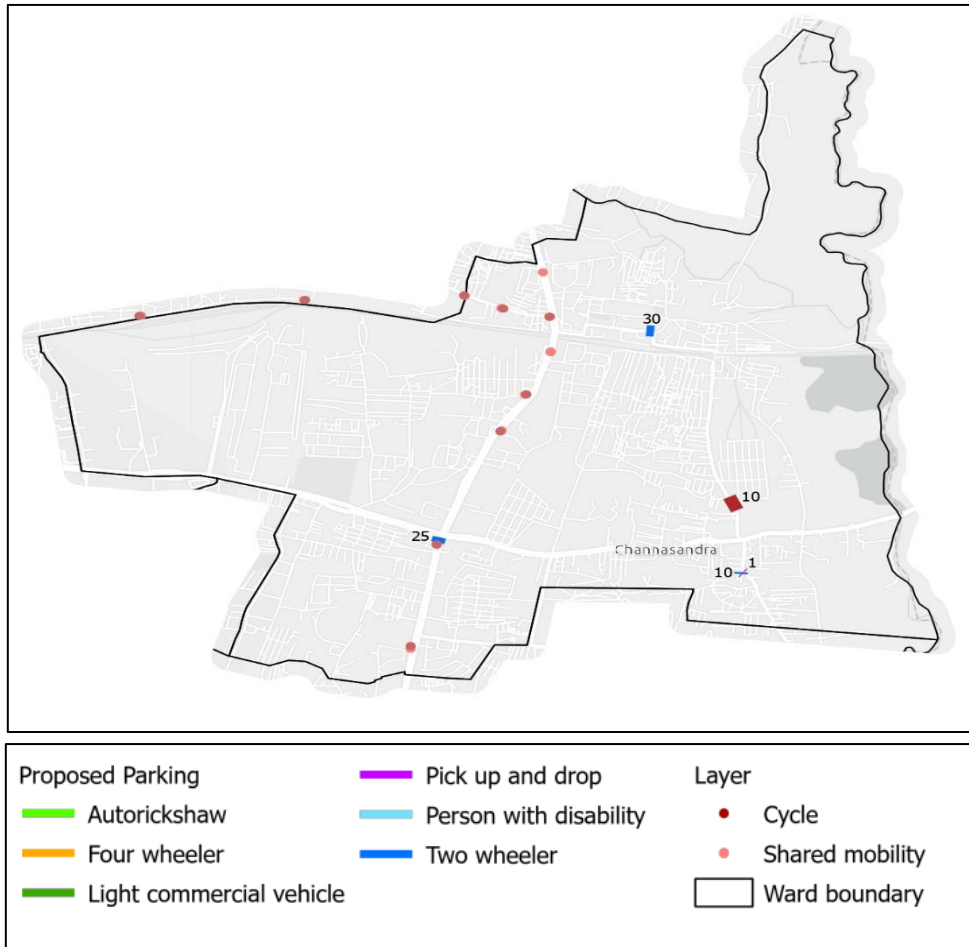


Figure 17: Map showing the major roads and trip attraction points in Kadugodi ward

Parking Allocation



Ward 84 – Hagadur ward

Demographic Details

Hagadur ward with an area of 12.77 sq.km has a population of 25915 with a density of 2028.89 persons per Sq.km.

Existing Land use

The major land uses in this ward is a majority of vacant and residential. East part is an agricultural purpose only. There are some public and semi-public spaces within ward.

The major landmarks in this ward are Nallurahalli Lake, Vydehi Institute of Medical Science, Ecumencial Christian Center, Thubarahalli Lake, Kundalahalli Lake, Hindustan Uniliver Research Center

Transportation network

The major roads in this ward include Whitefield Main Road, Immadihalli Road, Hagadur Road, AmbedkarNagara Main Road, Borewell Road, Old Airport Road, Nallurahalli Main Road etc.

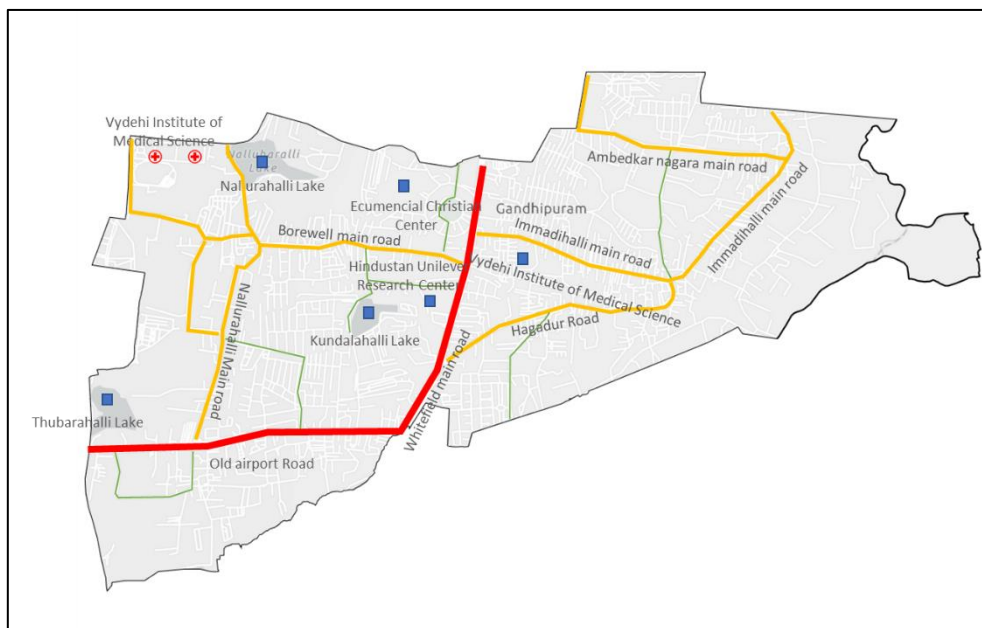
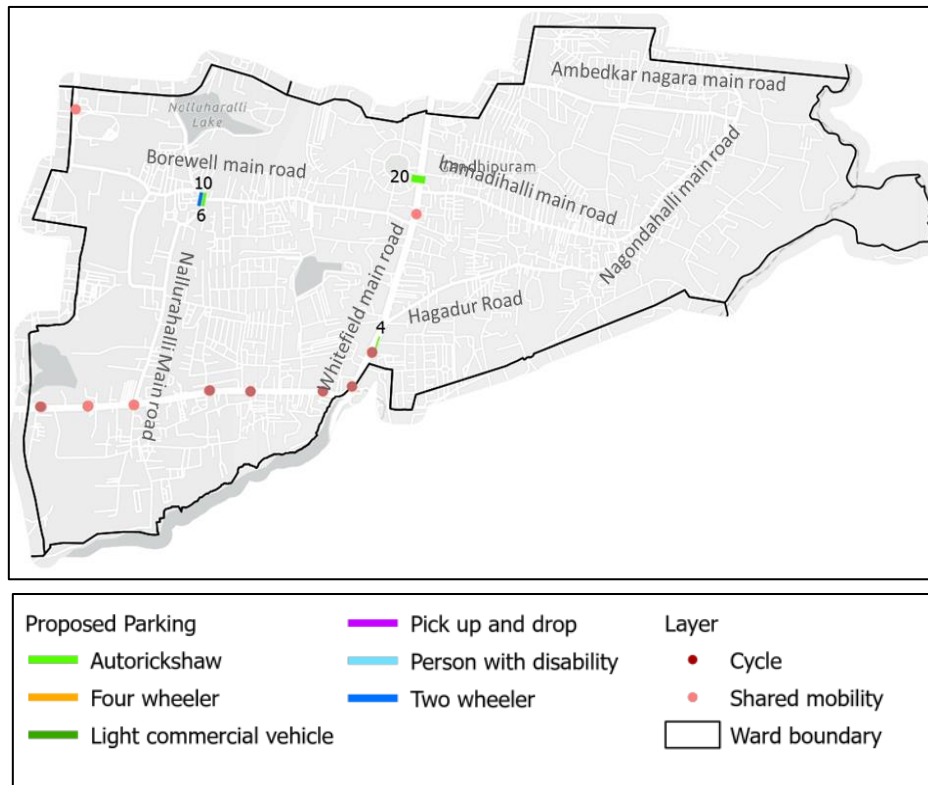


Figure 18 Map showing the major roads and trip attraction points in Hagadur ward

Parking Allocation



Ward 85 – Dodda Nekkundi ward

Demographic Details

Dodda Nekkundi ward with an area of 12.11 sq.km has a population of 22016 with a density of 1818.36 persons per Sq.km.

Existing Land use

The major land uses in this ward is industrial and residential. The commercial land use is very limited. There are 4 water bodies in this ward and some pockets of public spaces.

Transportation network

The major roads in this ward include Outer Ring Road, ITPL Main Road, Doddanekundi Main Road, Chinnapanhalli Main Road.

The major landmarks in this ward are Munekola Lake Park, Doddanekundi Lake, ISRO, Brookefield Hospital, Chinnapanhalli Lake, Kundanahalli Lake, Karunashraya, Tennis Academy etc.

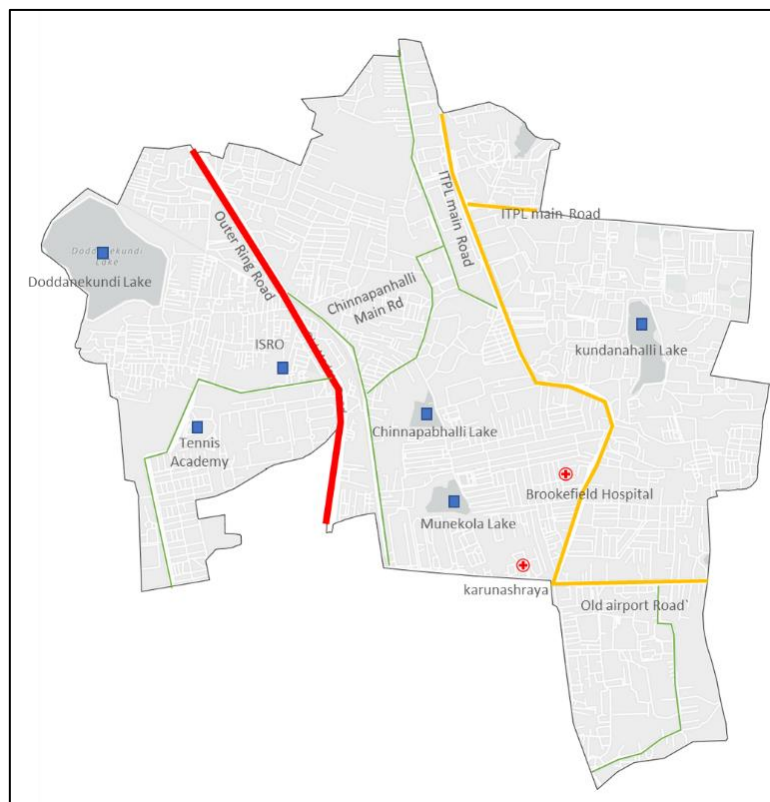
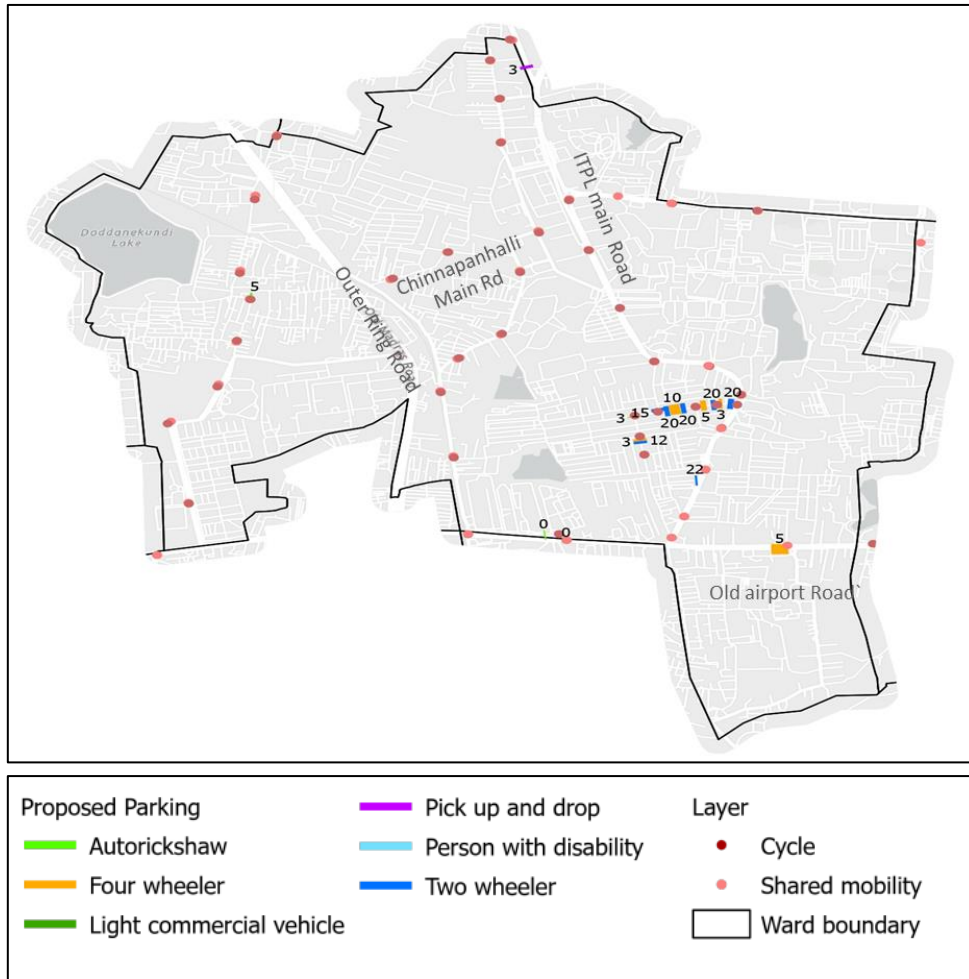


Figure 19 Map showing the major roads and trip attraction points in Doddanekundi ward

Parking Allocation



Ward 86 – Marathahalli ward

Demographic Details

Marathahalli ward with an area of 3.14 sq.km has a population of 22489 with a density of 7164.19 persons per Sq.km.

Existing Land use

The major land uses in this ward is residential. There are some pockets of defense, industrial & commercial land use. Most of the southern part of this ward is vacant.

The major landmarks in this ward are Government Primary Health Centre, Marathahalli IT parks, S B R palace etc.

Transportation network

The major roads in this ward include HAL Compound Road, Whitefield Main Road, Marathahalli Outer Ring Road, Kempapura Main Road.

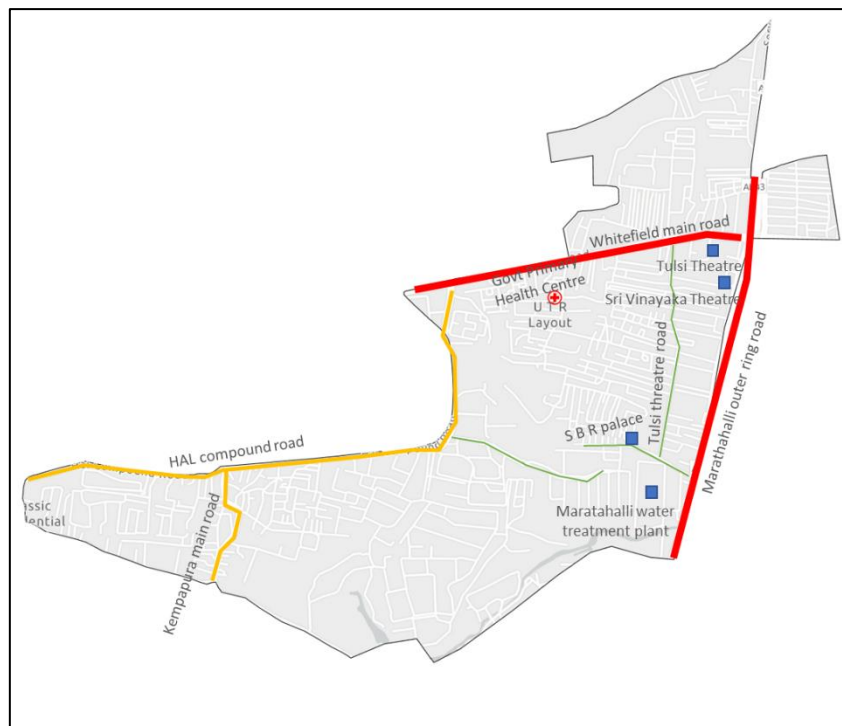
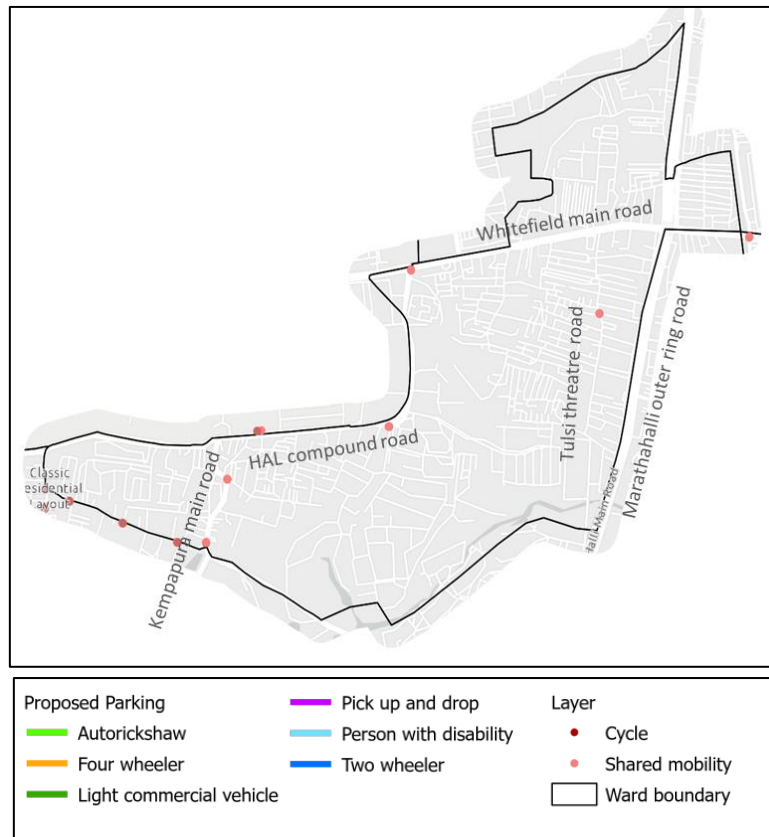


Figure 20 Map showing the major roads and trip attraction points in Marathahalli ward

Parking Allocation



Ward 87 – HAL Airport ward

Demographic Details

HAL Airport ward with an area of 6.82 sq.km has a population of 33066 with a density of 4847.92 persons per Sq.km.

Existing Land use

The major land uses in this ward is defense i.e., Air-Force HAL. There are very few areas are residential and industrial mix.

The major landmarks in this ward are HAL Aerospace Division, HAL Hospital, HAL Sports Complex, HAL helicopter Division, Old Bangalore Airport.

Transportation network

The major roads in this ward include HAL Old Airport Rd, Namjoshi Rd, Suranjandas Rd, 1st Main Road.

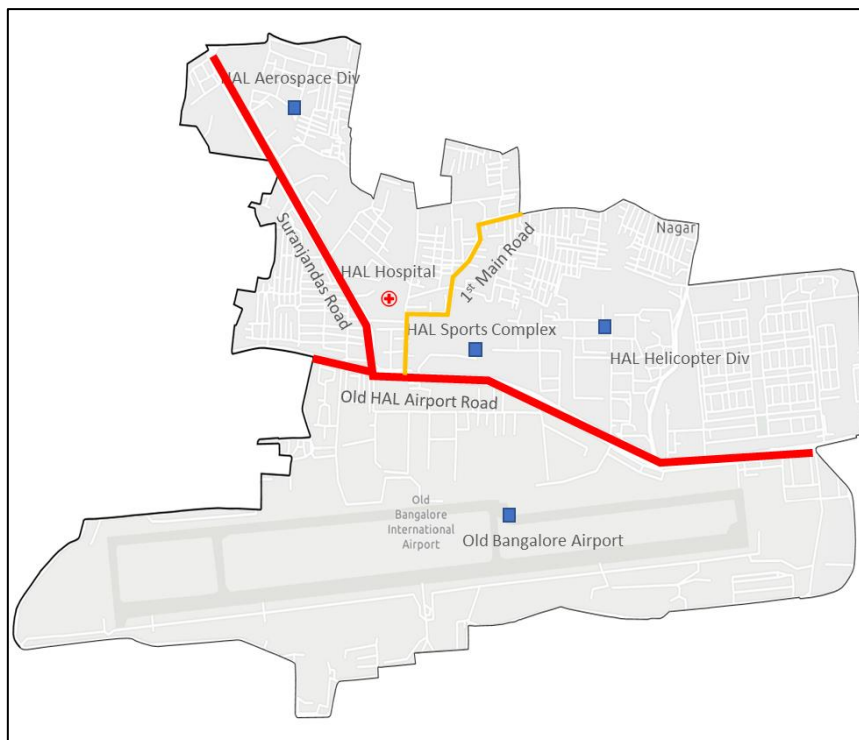
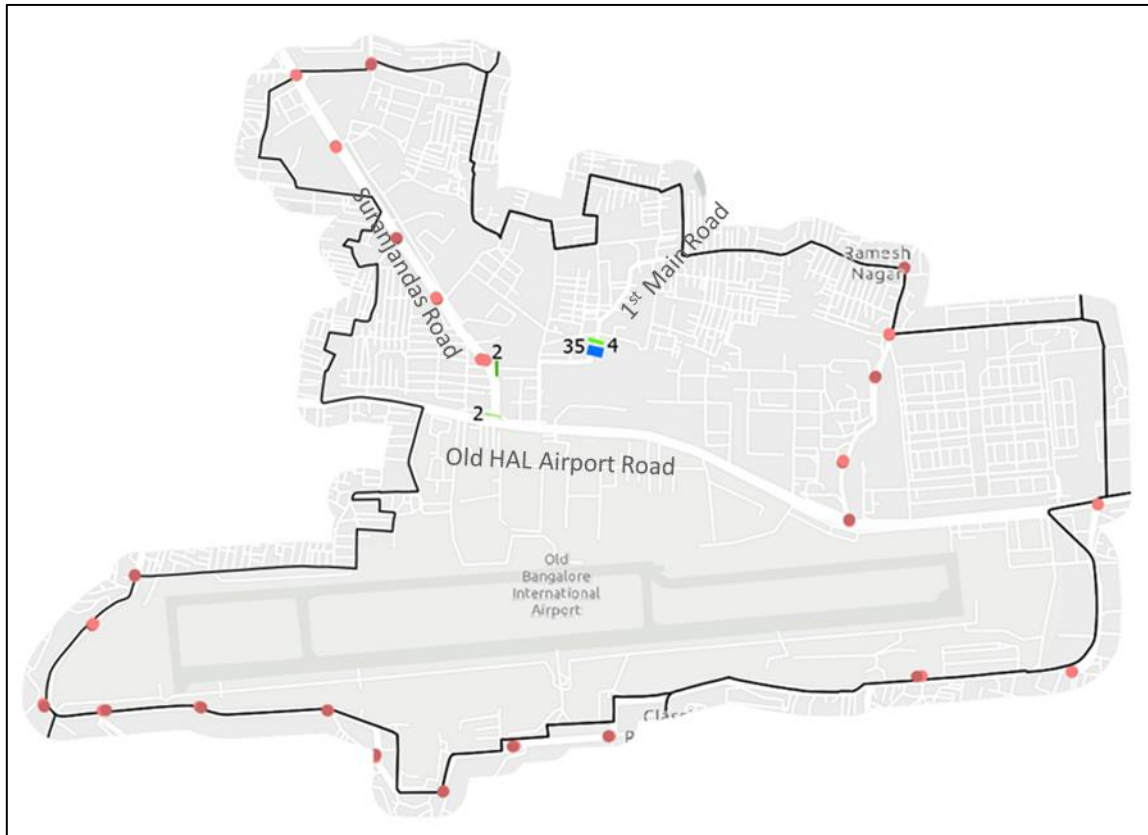


Figure 21 Map showing the major roads and trip attraction points in HAL Airport ward

Parking Allocation



Ward 149 – Varthuru ward

Demographic Details

Varthuru ward with an area of 26.84 sq.km has a population of 25067 with a density of 933.89 persons per Sq.km. This ward has lowest population density in Mahadevapura Zone.

Existing Land use

The major land uses in this ward is vacant and agricultural. Also, there are ample water bodies within ward. Major commercial developments are unavailable in this ward.

The major landmarks in this ward are Krupanidhi College, panathuru Kere lake, Govt Hospital Gunjur, Varthuru Govt. Highschool, Lions Hospital.

Transportation network

The major roads in this ward include Gunjur Varthuru Main Rd, Balgere Road, Panathur Main Rd, Mutsandra Main Road.

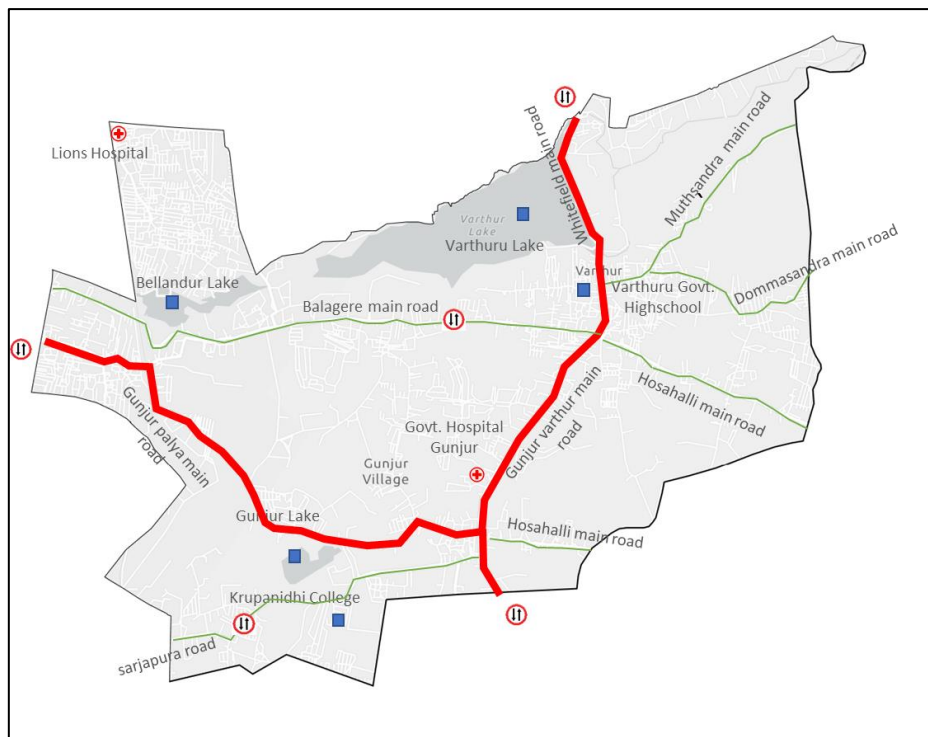
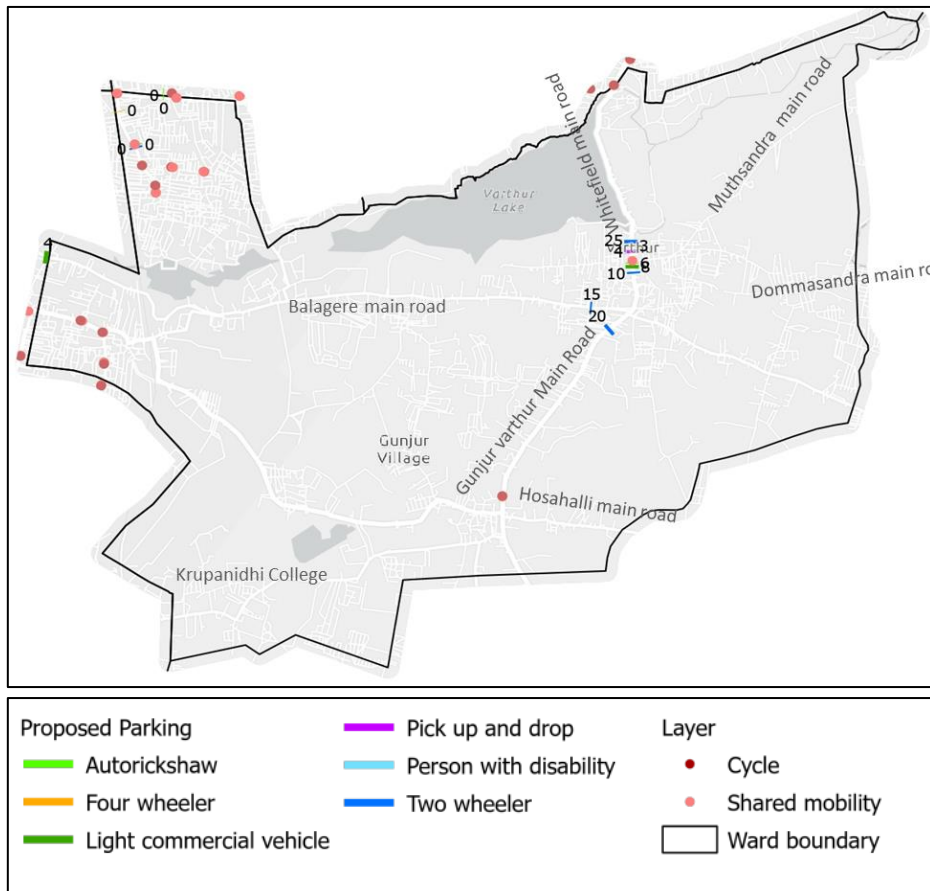


Figure 22: Map showing the major roads and trip attraction points in Varthuru ward

Parking Allocation



Ward 150 – Bellanduru ward

Demographic Details

Bellanduru ward with an area of 26.52 sq.km has a population of 20526 with a density of 774.05 persons per Sq.km.

Existing Land use

This ward has mix land uses such as defense, industrial and residential. But majority of land is vacant compared to all. Bellandur lake is a major water body whereas other small water bodies are present. Mainly IT industries are there as a commercial complex in this ward along Outer Ring Road.

Transportation network

The major roads in this ward include Haralur Road, Marathahalli Outer Ring Road, Kariyamanna Agrahara Road, Kempapapura main road, Amrutha college road, Sarjapura Road, Gear School Road.

The major landmarks in this ward are Bellandur Lake, Kasavanahalli Lake, Kaikondrahalli Lake, RMZ Ecoscope, Embassy Tech Village, Cessna Business Park, Saul Kere Lake, The Eye Foundation, Nellgivi Hospital, Deverbisanhalli Lake etc.

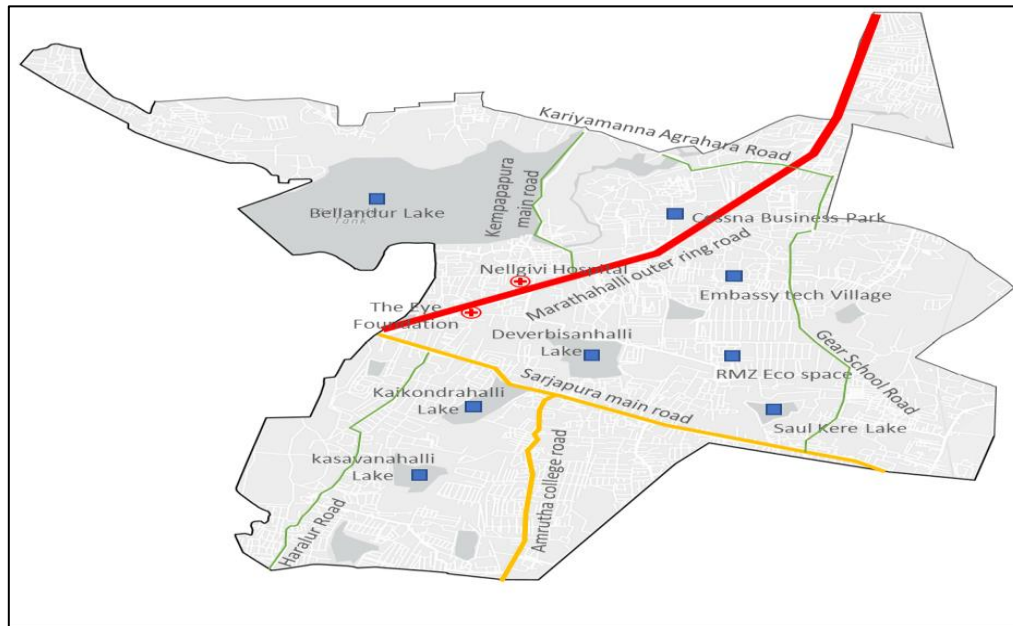
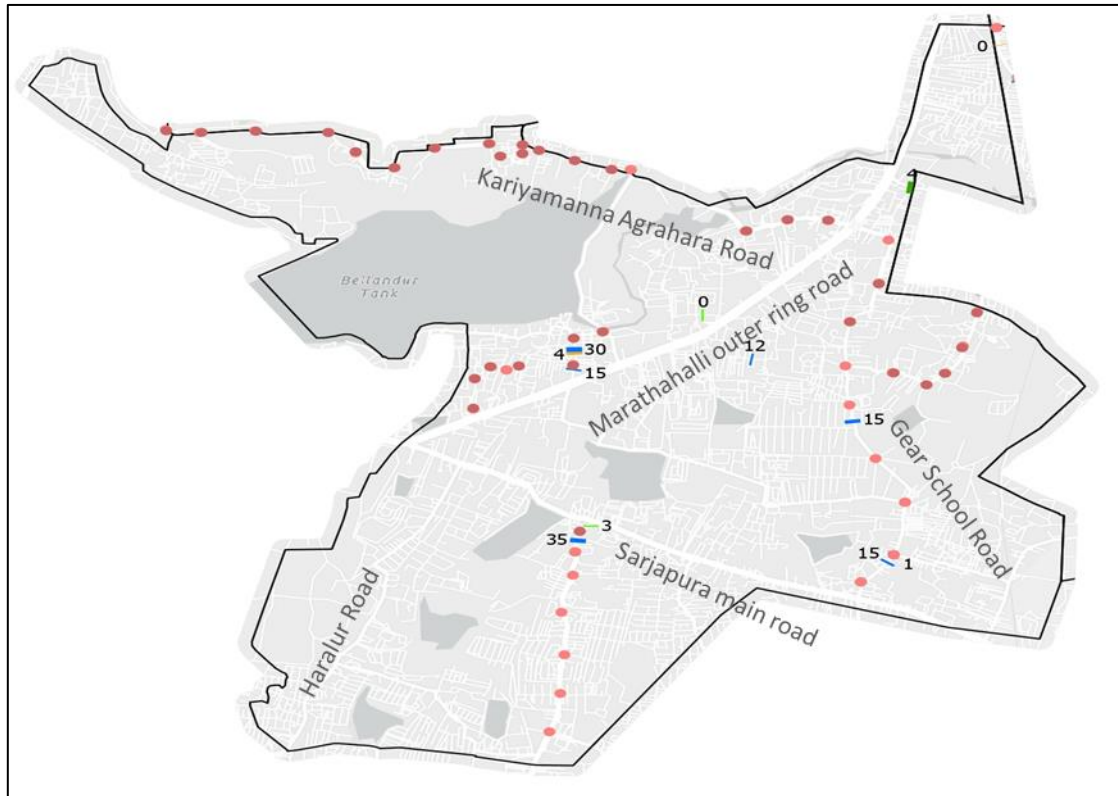


Figure 23: Map showing the major roads and trip attraction points in Bellanduru ward

Parking Allocation

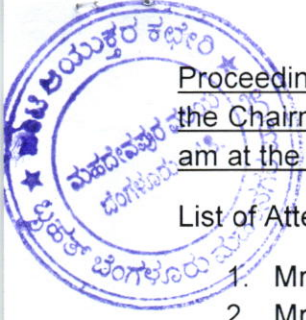


Proposed Parking		Pick up and drop		Layer	
	Autorickshaw		Pick up and drop		Cycle
	Four wheeler		Person with disability		Shared mobility
	Light commercial vehicle		Two wheeler		Ward boundary

Annexure 2 - Stake-holder meeting

Following are the proceedings of the zonal task force meeting dated 06th May 2022 under chairmanship of Joint commissioner, Mahadevapura zone.

The comments and suggestions given by all concerned stakeholders have been noted and addressed in the detailed designs where ever feasible.




Proceedings of the meeting regarding Area Parking Plan for Mahadevapura Zone held under the Chairmanship of Joint Commissioner, BBMP, Mahadevapura, on 06th May 2022 at 11:00 am at the BBMP Office Mahadevapura Bangalore

List of Attendees:


1. Mr. R. Venkatachalapathy, Joint commissioner, Mahadevapura (Chairperson)
2. Mr. D.M Muni Reddy, EE Mahadevapura
3. Mr. Vijaya Kumar. A, AEE, HAL subdivision
4. Mr. M. Pompapathy, AEE, KR Puram subdivision
5. Mr. M. Jagadeesha, AE, KR Puram subdivision
6. Mr. Vinay. K, AE, Wards 53 & 55
7. Mr. Ramesh, AE, ward 25
8. Mr. S. Harsha, P.S.I, Mahadevapura
9. Mr. M Subramani, P.S.I, KR Puram
10. Mr. S. Vikram, AE, Ward 26
11. Mr. G.L. Markandaiah, AEE, Marathahalli subdivision
12. Mr. Suresh, JE, Ward 81
13. Mr. Shamanth Kuchangi, Technical Head, DULT
14. Mr. Sriharsha Chowdhary, Senior Transport Planner, DULT
15. Mr. Shrivastav Sutar, Assistant Transport Planner, DULT
16. Ms. Sindhu Kedilaya, DULT

1. The Chairperson welcomed all stakeholders and informed that DULT has prepared the Area Parking Plans for the Mahadevapura zone and requested DULT to present the same.
2. The Technical Head, DULT gave a brief on the Parking Policy 2.0 that has been approved by the Government of Karnataka (GoK). He informed that the primary objectives of the policy are:
 - a. Move from chaotic parking to well organized parking
 - b. Move from free parking to paid parking
 - c. From government driven supply and management to market driven parking
 - d. From passive enforcement of parking regulations to active management of parking demand
3. It was informed that the policy recommends preparation of Area Parking Plan for each BBMP zone to comprehensively plan for parking as per the policy directives. It was also informed that the policy prescribes constitution of Zonal Task Forces under the respective Zonal Joint Commissioner, BBMP with representatives from jurisdictional traffic police and RTO for each zone to assist/monitor in preparation and implementation of Area Parking Plan for the respective BBMP Zones.
4. DULT official informed that extensive data has been collected for the preparation of the Area Parking Plans, including information on existing parking and road inventory data etc. and this data has been used for preparation of Area Parking Plans in compliance with the parking policy directives. It was also informed that the scope of the Area Parking Plan currently is limited non-residential uses, and residential parking permit system will be taken up subsequently.
5. DULT official gave a detailed ward wise presentation on the parking allocation plan and draft cycling network plan for Mahadevapura zone including information on:
 - o Ward Demography


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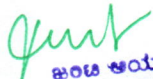
- Land use
 - Existing Parking
 - Proposed Parking Plan
 - Road-wise parking allocation plan
6. It was informed that as part of Area Parking Plans, provision of parking is carried out for all types of vehicles which includes cycles, SMMS, loading/unloading bays for trucks, autorickshaw stands, disabled parking and private vehicles. It was highlighted that parking for cycles and SMMS are provided at every 250 to 300 m to facilitate last mile connectivity to public transport and short commute in the area.
7. It was also informed that parking on the roads where feasible has been provided only after earmarking width of 2m for footpath.
8. The details of parking allocation and cycle tracks proposed ward wise, and the inputs received from stakeholders are as follows:

Ward No	Road Name	Discussion & input	Decision by stakeholders
25	1. Hennur Bagalur Main Road	1. 3m FP (including drain) on both sides & parking provided on one side.	1. Accepted
	2. K Narayanpura Main Road	2. a) Provision of parking on one side with 7m total carriageway b) Parking provisioned in (extra space) area near hotel along one side	2. Accepted
	3. Horamavu Main Road	3. Provision of parking on one side with 4.2 m CW on each side	3. Accepted
	4. ASR choultry to Hennur Signal to Ramamurthyagar-One Side	4. No parking has been provisioned.	4. Parking should be provisioned on one side.
26	1. Horamavu road	1. Parking provisioned on one side.	1. Accepted
	2. Thambuchettyalya Main Road	2. No Parking provisioned due to lesser road width	2. Accepted
	3. Kalkere Agara Main Road (From Banjara Bakery to NPS school)	3.No Parking has been provisioned.	3. Parking should be provisioned on one side.



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Ward No	Road Name	Discussion & input	Decision by stakeholders
51	1. Ramamurthynagar Main Road 2. Old Uttam Sagar Main Road 3. FCI Godown Road 4. UCO bank road	1. Provision of Parking on one side and 2.5 m width cycle track on other side till D-Mart shop. 2. No parking provision. 3. No parking provision. 4. No parking provision	1. Accepted 2. Parking should be provisioned on one side 3. Parking should be provisioned on one side. 4. Accepted
52	1. Thambuchettypalya Main Road 2. Ramamurthynagar Main Road 3. Old Madras Road – ITI layout to Govt Hospital on one side 4. Kittiganur Main Road	1. Parking provisioned on one side 2. Parking provisioned at the roundabout as per available spaces 3. No parking provision 4. No Parking provision due to lesser road width	1. Accepted 2. Accepted 3. Parking recommended by BBMP. 4. Accepted
53	1. Dommasandra Main Road 2. Basavanpura Main Road 3. Basavanpura Main Road (from Lulu bakery to Om shakti temple) 4. Seegehalli road	1. Parking at approach road 2. Parking has been provisioned near RK convention hall. 3. No parking provision 4. Only pick up and drop provisioned due to only availability of two lane	1. Accepted 2. Accepted 3. Parking should be provisioned on one side. 4. Accepted
54	1. Hoodi Main Road (From ITPL road to Hoodi stn Flyover)	1. Provision of parking on one side and 2.5 m width cycle track on other side. 2. No parking provisioned	1. Accepted BBMP officials informed that Hoodi road is planned for expansion for 60 feet road.

Ward No	Road Name	Discussion & input	Decision by stakeholders
	2. Hoodi Railway Parallel Road 3. Hennur Bagalur Main Road	due to no demand. 1.5m width Cycle Track is provided along with 2m FP on both sides. 3. Provision of parking near joshi group of institutions	2. Accepted 3. Accepted
55	1. Devasandra Main Road 2. 1 st Cross Road (adjacent to phoenix mall) 3. Kamdhenu Layout	1. Parking on one side & especially at toilet block space are provisioned. 2. provided parking & FP on one side. 3. No parking provision.	1. Accepted 2. Accepted 3. Parking can be provisioned on one side.
56		1. No parking provisioned on any road in this ward due to lesser width of roads.	1. Accepted
81	1. Malleshpalya Main Road 2. Basavanpura Main Road 3. Kaggadaspura Road	1. Parking is provisioned on one side. 2. Parking provisioned at the front of Complex. 3. No parking provided.	1. Accepted 2. BBMP officials informed not to provide parking at the bus stop complex. 3. Accepted
82	1. Gaushala Main Road 2. Kundanhalli Main Road 3. Road No 8 4. Malleshwaram Temple Road 5. Hoodi Main Road	1. No parking provisioned due to no demand but 2.5m dedicated CT is provided on one side. 2. No parking provided due to very less demand. Cycle track with 1.5 width and Footpath with 3 m width is provisioned on either side of road. 3. 2.5m Cycle Track is provided on both sides. No parking provision. 4. 1.5m CT is provided on both sides 5. No parking provisioned. Only cycle track of 1.5 m	1. Accepted 2. Accepted 3. Accepted. 4. Accepted 5. Accepted


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Ward No	Road Name	Discussion & input	Decision by stakeholders
		width is provisioned on each side.	
83	1. Channasandra Main Road 2. Railway Station Road 3. Railway parallel road/Govt PU college road	No parking provision.	BBMP officials suggested to provide Parking or Loading unloading bays on one side.
84	1. Borewell or 2 nd Main Road 2. Nallurhalli Main Road 3. Mayura Bakery to Imadihalli Road 4. Old airport road	1. parking provided 2. No parking provisioned. Only 1.5m width FP is recommended due to less RoW. 3. No parking provisioned 4. Parking not provisioned as it is High Density corridor.	1. Accepted 2. Accepted 3. Parking suggested on one side. 4. Accepted
85	1. Doddanekundi Industrial Road 2. 2 nd Main Road 3. 60 Feet Main Road 4. ITPL Main Road 5. ITPL Main Road (kundanhalli Jn to Y Jn)	1. 1.5m width CT is provided on both sides 2. 2.5m CT is provided on one side. 3. Parking is provisioned on one side and cycle track on other side. 4. 2.5m CT is to be provided on one side 5. No parking provided	1. Accepted 2. Accepted 3. Accepted. 4. Accepted 5. BBMP officials suggested Parking be provisioned on one side
86	1. Chowdeshwari Temple Road 2. Ashwathnagar Road	No parking provisioned	BBMP officials suggested Parking be provisioned on one side
87	1. Annasandrapalya Main Road 2. Market Road	1. provided at the internal masjid road. 2. No parking provided	1. Accepted 2. BBMP officials suggested Parking be provisioned on one side



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Ward No	Road Name	Discussion & input	Decision by stakeholders
149	1. Varthur road (near Varthur lake) 2. Balagere Main Road 3. Krupanidhi College Road 4. Gunjur-Varthur Main Road 5. Madhura nagar main road/muthasandra road	1. Parking provided on one side. 2,3,4&5. No parking provided	1. Accepted 2,3,4&5. BBMP officials suggested parking can be provided on one side.
150	1. Bellandur Main Road 2. Gear School Road 3. Amrutha College Road 4. Kempapur Main Road 5. Haralur Main Road 6. Panathur Main Road	1. a) 2.5m CT on one side is provided b) parking is provided on one side c) 3m FP is proposed on both sides at available space. 2. Parking provided & 2.5m cycle track on one side 3. Parking provided. 4. Parking is provided in front of the hospital area. 5. Parking not provisioned. 6. 2m width of parking & 2.5m CT on one side is provided & accepted by BBMP.	1. Accepted & suggested for parking on road connecting to ORR 2. Accepted 3. Accepted 4. Accepted 5. Accepted 6. Accepted



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9. The Chairperson mentioned that DULT has prepared an extensive plan for organizing parking and provision of cycle track on road where feasible in Mahadevapura. The Chairperson directed DULT officials to appropriately accommodate the feedback given by the stakeholders finalize Area Parking Plan for Mahadevapura.
10. The meeting ended with a vote of thanks.


Joint Commissioner
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ಮಹಾದೇವಪುರಾ, ಬೆಂಗಳೂರು-48
BBMP



shaping the way cities move

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