

PARKING POLICY

I. Background:

The population of Bangalore has been growing at a rate of 3.25% per year and is expected to reach 88 lakhs by 2015. The city has also been experiencing an exponential increase in the number of vehicles. The city has 35 lakh vehicles of which 71% are two wheelers. The vehicle to person ratio in Bangalore is less than 1:3, which is by far the highest in the country. Management of parking demand is one of the challenges faced by urban planners in Bangalore.

While the Bangalore Development Authority is responsible for formulation of parking standards for various uses, the Bruhat Bangalore Mahanagara Palike has to ensure implementation of parking standards, demarcation of parking lots, fixation of parking fee and management of parking infrastructure. The Bangalore traffic police are responsible for regulation of parking especially the on-street parking.

The pay and park system has not been in vogue in Bangalore from 2005. On-street parking is rampant leading to reduction in carriageway. Though the city authorities have constructed some multi-level parking facilities, absence of regulation of on-street parking has led to non-optimal use of such facilities. Lack of truck terminals in some locations has caused the trucks to be parked alongside the highways. There is also no well-defined policy to provide parking for bicycles, non-motorized vehicles etc. Thus, a well-defined parking policy is the need of the hour.

II. Objectives:

- 1) To effectively manage parking demand through a series of measures which include dynamic pricing of parking, congestion tax, proof of parking (vehicle-parking certificates) etc.
- 2) To effectively manage parking supply through construction and maintenance of off-street and on-street parking lots, park and ride facilities in important transit centers and effective regulation of on-street and off-street parking etc

- 3) To design parking infrastructure keeping in view the needs of physically handicapped, non-motorized transport etc.
- 4) To design and construct truck terminals at vantage points to prevent haphazard parking of trucks on the arterial roads.

III.

- 1. To effectively manage parking demand through a series of measures, which include pricing of parking, congestion pricing, proof of parking (vehicle-parking certificates) etc.***

The policy acknowledges the fact that the above objective should be pursued in tandem with a land-use planning process that focuses on building compact, mixed-use communities so that the distance traveled for work, shopping etc is reduced thereby reducing the parking demand and that the improvement in the reach and accessibility of public transport would go a long way in reducing the use of private vehicles and thereby, helping in the management of the parking demand.

The old paradigm of parking being regarded as a social good and therefore, the more, the better, has to change and parking supply and pricing have to be leveraged to encourage a modal shift in favor of public transport. Parking pricing which charges motorists directly and effectively for using parking facilities is known to reduce parking demand by 10% - 30%. Studies have shown that unpriced parking tends to increase vehicle trips when compared with a scenario where parking is priced.

Parking, both on-street and off-street, will no longer be free in Bangalore. A parking pricing structure that takes into account the economic cost of land used for parking purposes and factors like type of parking, duration of parking etc will be formulated and implemented. The parking pricing will be fixed in a manner that it acts as an impetus for use of public transport and also discourages long stay parking even in areas where such on-street parking is not prohibited. The price of parking shall increase substantially with duration of parking. The parking fees at the off-street parking lots shall be less than the on street parking. The parking price can also be varied in order to check the demand. Prices could be higher during peak period/weekends and lower at other times. Off-street parking may also be offered on monthly leases for use by employees/shopkeepers etc. The aim is to charge the most convenient parking by the hour and lease or charge less convenient

parking by month. Parking violations will be fined heavily and the fees thus generated will form part of urban transport fund and used for development of transport infrastructure of the city. Effective fee collection mechanism will be put in place. The residents of Bangalore will be required to provide the proof of parking (i.e., availability of parking space) before registration of vehicles. Congestion tax will be introduced in select road corridors.

2. To effectively manage parking supply through construction and maintenance of off-street and on-street parking lots, park and ride facilities in important transit centers and effective regulation of on-street and off-street parking etc

The policy aims to control the amount of on street parking so as to ensure optimum use of road network and to improve traffic flow and safety. Urban land is expensive. Use of valuable urban land for parking of vehicles is wastage of resources. This policy aims to discourage use of public streets, sidewalks etc as parking areas and stresses on creation of off-street paid parking.

Parking Management plan for the city:

The parking management plans for the city will take into account the density of economic activity, access to public transport, road congestion etc. The ABC location policy tried successfully in other cities will be adopted:

“A” category locations: Places most accessible by public transport. Pricing and regulation of on street parking in such areas should be stringent.

“C” category locations: Less stringent norms as connectivity by public transport is poor.

“B” category locations: Between A and C. Norms to be fixed accordingly.

On-street parking spaces shall be earmarked only for short-term use such as for delivery of goods and shopping and shall be for short durations. A list of roads where on-street parking is completely prohibited and where it is allowed will be prepared and notified. The parking ban will be strictly enforced through a system of checks (through installation of

CC T.Vs etc) and hefty fines. On-street parking will be allowed only if carriage width is sufficient. The maximum duration allowed for on-street parking would be not more than two hours as a general principle, especially in “A” category locations. There will be complete ban of on street parking of larger vehicles. Meters will be used to measure even small increments of time used for parking system and a system of proportionate charging of time used for parking will be introduced to increase parking turnover. Designated auto stands will be developed to prevent spill over into the roads.

The parking norms for various classes of buildings will be revisited and modified on the basis of best practices available elsewhere. The introduction of maximum parking requirement instead of minimum parking requirement, which require developers to construct a minimum number of parking spots depending on zone and trips of land use, and unbundling of Parking from housing or office space so that the Parking spaces are rented or sold separately rather than automatically included with building space will be examined.

In the short term parking supply also needs to be augmented especially through off-street parking lots. An inventory of the off-street parking infrastructure available in the city (both Government and Private owned) in each area/zone will be prepared and parking demand assessed through detailed studies. Off-street locations will be identified for surface parking and for construction of multi-level parking lots.

Off-street parking lots can either multi-level or surface i.e., vacant site/private plots. These plots can also provide space for night parking i.e., off-street residential parking where either space is not available at individual homes or the roads are too narrow to permit entry of vehicles.

The policy aims to introduce an incentive scheme to encourage owners of vacant plots (Private, Government etc) to lease their plots to the local body for off-street parking for mutually agreed periods and mutually agreed arrangements. The scheme would have exit clauses that facilitate an owner of the plot to opt-out of such arrangement as and when he requires the land for construction. A licensing scheme will be introduced to license all such off-street parking lots. The local body shall notify these lots. Approximate signage should be available to direct people to them.

Scheme for shared parking will be introduced in certain areas especially where mixed-land use exists i.e., parking lot of a restaurant, which may be fully occupied during evenings and partly vacant during day could be used for office parking. Office parking lots could be used for parking by shopping public during evenings. Parking lots of malls, which may be only partly occupied during weekdays, could be used for long stay parking by near by offices. The policy will also endeavor to promote construction of parking lots on PPP mode. Whenever local body proposes multi-level car parking, it shall be supported by studies that assess the requirement for parking/ parking demand in the hinterland of such facility.

Mechanized parking lots shall be set up where it is not possible to earmark off-street parking lots at a reasonable distance and where the roads are too narrow and congested to permit on-street parking. Separate parking lots will also be insisted for water tankers, private buses etc., to prevent them being parked on the streets. In order to prevent haphazard stopping of private buses to facilitate pick up and alighting of passenger, specific stretches will be identified for this purpose where private buses could stop. Construction of Private bus stands will be encouraged on PPP model at specified locations to find a long-term solution to this problem.

3. To design parking infrastructure keeping in view the needs of physically handicapped, non-motorized transport etc.

Parking is a high quality service and the design and standards used should reflect this aspect and should enhance convenience, maneuverability security etc., On-street parking standards will be evolved to cover signages, bay sizes, markings for parking etc. 10% of the parking lot/space both in case of on-street and off-street parking lots will be reserved for bicycle parking. Cycle racks will be provided especially near parks, playgrounds etc to encourage non-motorized transport. 25% of the parking space/lot will be reserved for motorcycles. Parking spaces will be reserved for the handicapped. Parallel parking will be enforced in stretches with not enough space. Parking stretches will be developed on only one side (preferably right side) of the road in case of one-way streets.

4. To design and construct truck terminals at vantage points to prevent haphazard parking of trucks on the arterial roads.

Truck terminals will be established outside city boundaries to prevent haphazard parking of trucks on arterial roads. The movement of commercial values into the city will be restricted during certain hours.