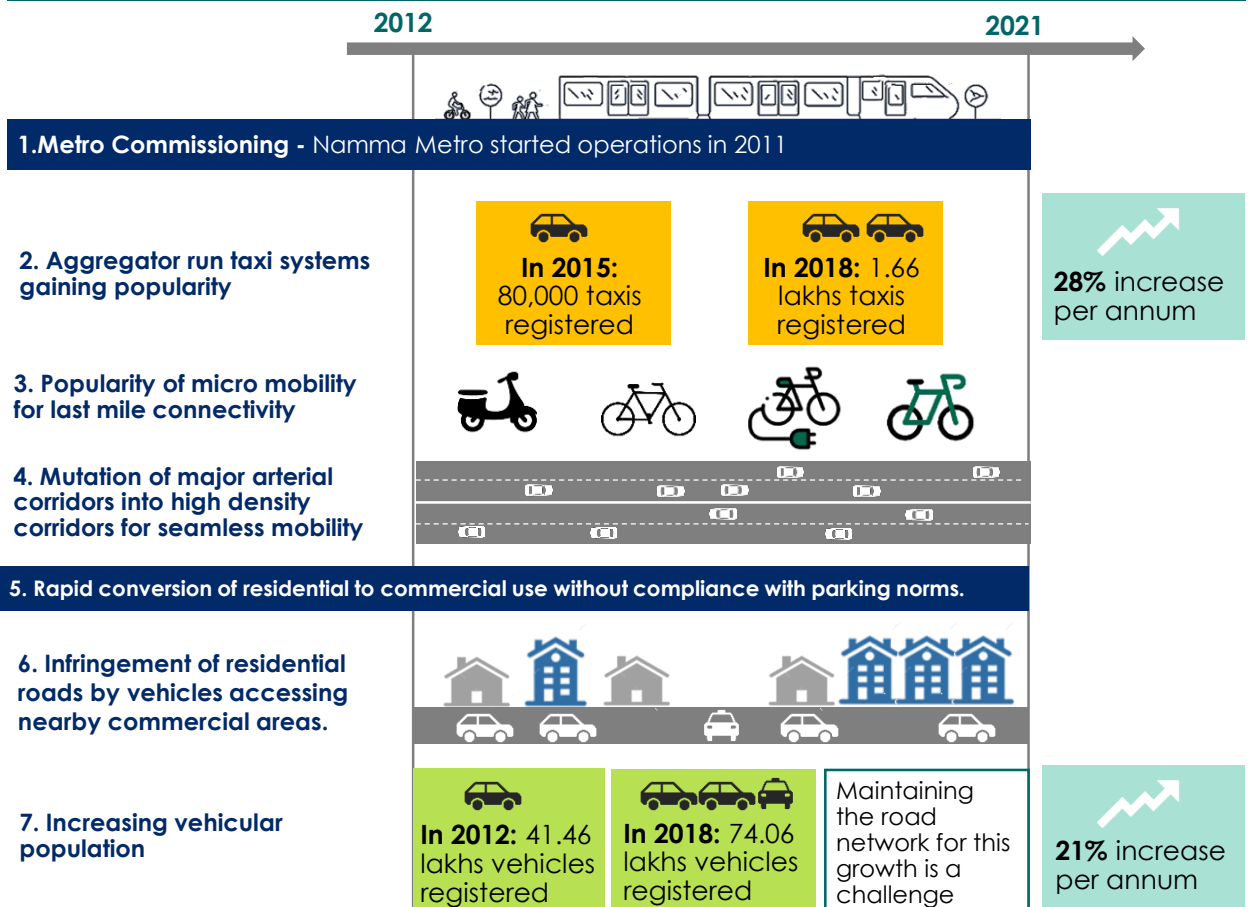


Background

DULT prepared the Parking Policy in 2011, which was adopted by BBMP council in March, 2012. The overarching principle of the policy was to progressively reduce the demand for parking and facilitate organized parking for all types of vehicles through automated metered parking system. There was a need for the policy as, vehicles are parked on the street for 95% of the time and are steered only 5% of the time. Given the limited space available for facilitating mobility, regulating parking space is essential. Based on the policy, a detailed Parking Action Plan was prepared for covering core area of Bengaluru, which is being implemented by BBMP.

What is the need for the Parking Policy 2.0?

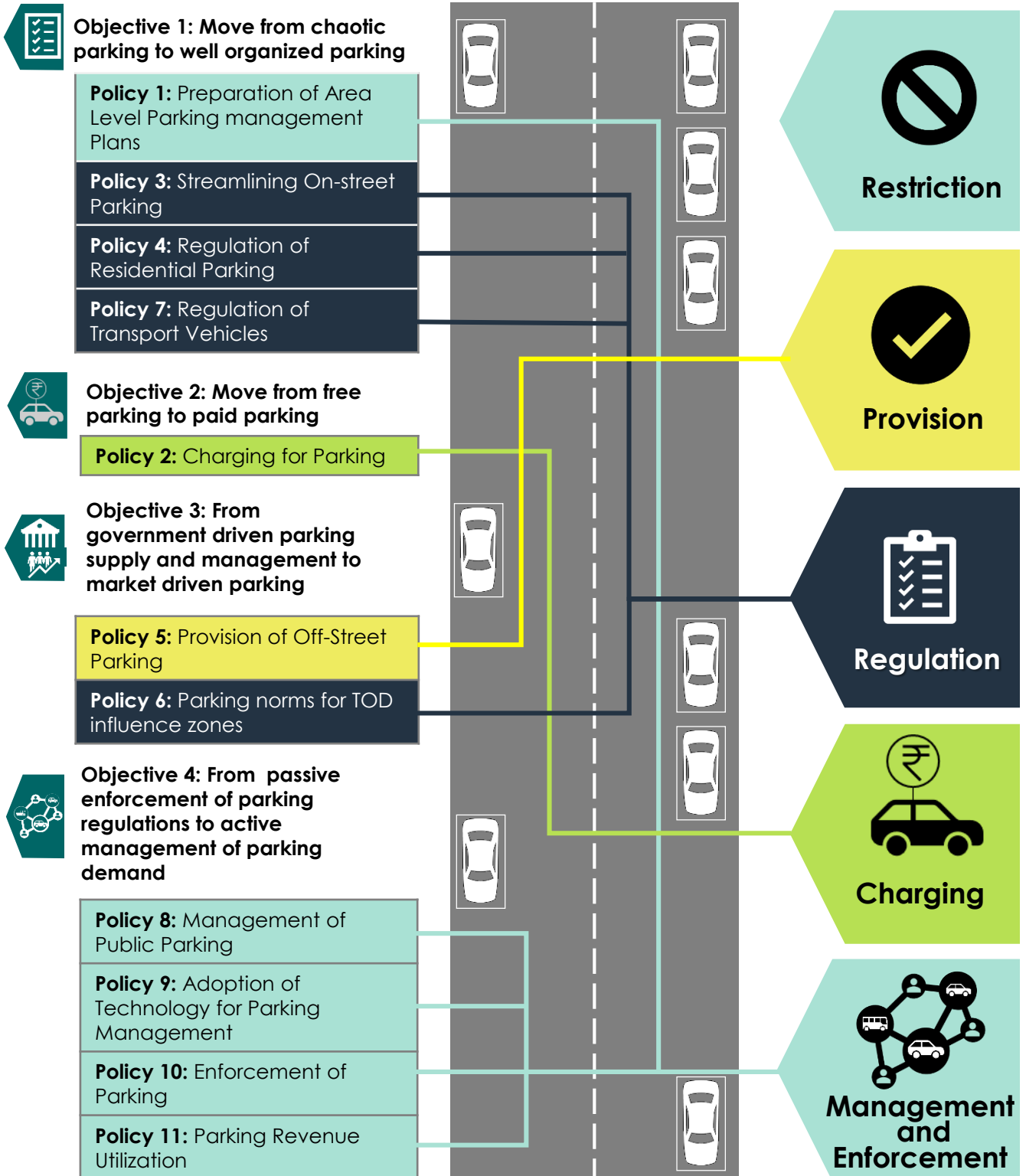
Since the policy adoption in 2012, there were several changes in the demand for parking;



Hence, there was a need to review the existing parking policy to further strengthen its use as an instrument to discourage the use of personal vehicles and to ease road space for seamless movement of people and vehicles. The parking policy will be instrumental in achieving the broader mobility objective of RMP 2031 - 70% of the trips to be catered by public transport.

Policy Objectives

Policy Directives



Area Parking Plans (APPs)

- APPs to be prepared systematically at area level for all BBMP zones in lines with policy directive.
- First time preparation of APPs by DULT and APPs to be reviewed for changes every 2-3 years



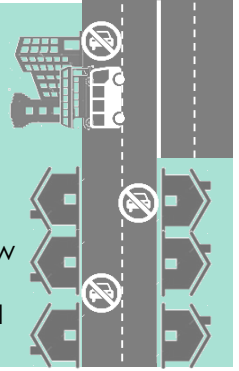
Restriction

Restricting parking provision is not the intent of this policy. Objectives behind restricting parking is to;

1. Increase the demand for public transport and enhance public transport mode share.
2. Freeing up road space for sustainable use.
3. Encourage NMT modes.

On-street parking is **prohibited** Around mass transit stations, TMCs/major BMTc terminals, multi-level parking (MLCP)

No parking on narrow residential roads, where circulation will be hampered



Provision

Off-street

- Construction of MLCPs to be taken up through market forces/PPP
- Streets around MLCPs to be notified as no tolerance enforcement zone – as a safeguard for private sector to invest
- Owners of vacant plots encouraged to utilize land for off-street parking. Vacant plot owners can enter into a yearly agreement with BBMP.

On-street

- Only short-term parking encouraged
- Priority for bus bays; pick-up/drop-off before considering provision of parking
- Minimum of 10 bicycle parking space to be earmarked at all parking lots
- Auto-rickshaw stands provisioned at convenient locations – no charge for standing at auto stands.



On-street Parking

- Parking to be regulated on congested streets and streets with high activity.
- Only short-term parking encouraged on-street (< 2 hours)

Transport Vehicles:

- Freight vehicles not allowed to park or carryout loading/unloading on-street during peak hours (9 AM to 11 AM and 6 PM to 8 PM).
- Existing schools that do not have space for parking of buses to use BMTc buses. New schools shall have space for bus parking and pick-up/drop-off.

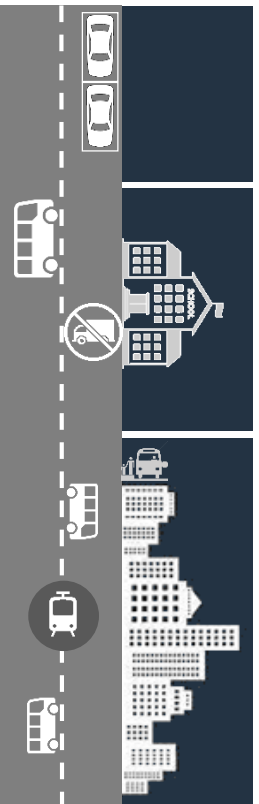
TOD Area Parking:

Residential TOD Parking

- 1 parking per 2 dwellings for area < 50 sq.m
- 1 parking per dwelling unit for area > 50 sq.m
- 10% of total parking to be provided as visitor parking.

Non-residential TOD Parking

- Minimum parking to be lowered compared to minimum parking stipulated in the RMP 2015.
- Parking shall not be sited between the building and the street.



Regulation



Charging

Strategies for Parking Charging

1. **On-street parking price higher** than off-street parking
2. **Differential pricing** for various types of on-street parking
3. **Pricing long duration** on-street parking higher than short term
4. **Encourage park-and-ride** (off-street) near peripheral mass transport stations
5. Pricing Residential Parking through **permit based system**

All public parking needs to be charged to **incentivize commuters to use public transport.**



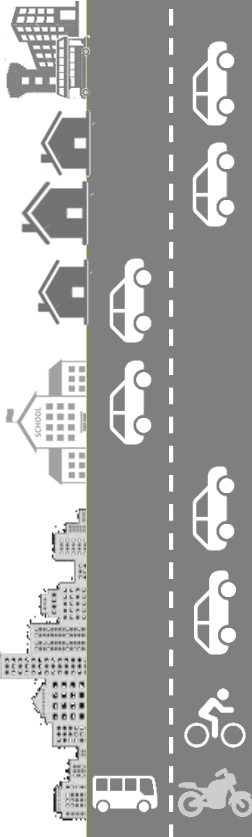
On-street/off-street parking fee, residential permit fee for a zone is calculated as a multiple of the base fee established for the zone.

▪ The base parking fee set at to and fro public transport fare (of BMTC bus) for an 11km trip (average one-way trip length in Bengaluru)

Example: If Base parking fee for a zone is Rs. 40. **How much should one pay?**

Who enforces parking charges?

Each designated parking area is managed by a professional agency. If violation happens in a designated parking space or happens in non-designated parking space, the agency or traffic police is bound to take action respectively.



Type of Parking	Duration	Car Parking Fee	
	Off-street locations		
	<48 hrs	Rs. 40	
	48-96 hrs	Rs. 80	
On-street – Commercial Parking			
	(<1 hr)	Rs. 60 - Rs. 120	(Depending on location)
	(>1 hr)	> (Rs. 60 - Rs. 120)	
Residential Parking Permit			
	1 year	Small cars < Rs.1000 Medium cars Rs.3000/4000 MUVs/SUVs Rs.5000	
Park-and-Ride			
	0-6 hrs	0.75xAx40	Where A is a suitable multiple of 0.75
	6-12 hrs	0.75xAx40	
	12-24 hrs	0.75xAx40	

No charges levied for parking of bicycles (and pedal assisted e-bicycles) at designated bicycle parking

Charges for all other vehicles may be determined as per the Passenger Car Equivalent (PCE) factor



Management and Enforcement

Use of Technology

- Technology to be used for fool-proof management and enforcement of parking
- Common parking portal to be maintained
- Operator login for furnishing of details of parking inventory
- User login for tracking usage/booking, etc.
- Agency login for monitoring

Revenue utilization

Revenue to be ring-fenced and utilized for development/promotion of sustainable transport, walking, cycling and public transport

