“PARKING REFORMS FOR A LIVEABLE CITY”

Parking policy: before, after or with public transport

DIMTS DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM

Sanjiv N. Sahai
Managing Director and CEO
Delhi Integrated Multi-Modal Transit System Limited

DIMTS DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM

Tragedy of Commons

"Multiple individuals acting independently and rationally consulting their own self interest, will ultimately deplete a shared limited resource"

- Open spaces, roads give little financial incentive for vehicle owners/ drivers not to over use them

- Individuals maximize their personal space and overuse the public area

DIMTS DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM

Regulatory Capture

- Influential/ Powerful groups use the regulatory regime to capture more and more public space for their personal use.

- They influence the framing of policies and regulations

- Such instances can be found in Delhi where green areas including parks and playgrounds falling in community spaces have been converted to parking space

DIMTS DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM

Park To Parking

Is this what we want??

DIMTS DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM

Control Mechanism for Overuse

Pricing Mechanism	• Pricing differential based on location, time of day, duration of parking, type of use • Can act as a proxy for congestion pricing
Entitlements	• Provision for parking for physically challenged, hospitals, para-transit etc. • Preference to nearby residents authorized users
Queuing	• First cum first serve

- The above mechanisms have their own disadvantages when used singularly. Example, entitlements often lead to trading in a supply deficit market and queuing may reduce the social benefit
- Using the above mechanisms in tandem have shown significant impact in regulating the parking demand across the globe
- Using Pricing + Entitlement together is an effective method to regulate the parking demand

Parking Policy Objectives

An appropriate parking policy can address a number of objectives thereby benefiting the transport network of a city in a number of ways. Such objectives are:

- To discourage the use of private vehicles thereby **encouraging public transport**

- To remove obstacles from **carriageways** thereby improving the steady flow of traffic and increasing **carriageway capacity**

- To contribute to a city's economic activities by ensuring a **'turnover'** of different vehicles rather than long stay vehicles in commercial areas

- To satisfy social objectives of supplying adequate parking space at certain locations for certain social groups **e.g. residents, mobility disadvantaged.**

Source : ADB Toolkit

Initiatives in India - NUTP Guidelines

The following guidelines set out by the Ministry of Urban Transport in the National Urban Transport Policy(NUTP), are the broad framework which act towards increasing public transport:

•Levy a high parking fee that truly represents the value of the land occupied to make **public transport more attractive**

•Provide **park and ride facilities** for bicycle users with convenient interchanges

•By-laws should control parking in residential areas

Initiatives in India- EPCA Report

EPCA Report draws attention on the following factors for public transport and parking

- **Reduction** in the number of **parking lots** in the city centres.
- **Closing of particular streets** or areas for passenger cars (except deliveries and taxis, and buses).
- **Restricted** parking areas ('Residents only').
- Strict enforcement of **land-use policies** to ensure against misuse.
- Integration of **public transport with parking**
- Use of fiscal instruments like **pricing and charges through annual parking and road taxes**

DIMTS DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM

Parking and Public Transport across the world

- Parking has a strong linkage with public transport.

- ***Limit Parking if there is Access to Public Transport-***
  - Amsterdam, Paris, Zurich and Strasbourg limit how much parking is allowed in **new developments based on how far it is to walk to a bus, tram or metro stop.**

  - ***Parking caps*** **-**have been set in Zurich and Hamburg's business districts to freeze the existing supply, where access to public transport is easiest.

DIMTS DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM

Parking and Public Transport across the world

- ***Investment in Public Transport-***
  - Zurich has made significant investments in new tram and bus lines while making parking more expensive and less convenient. As a result, between 2000 and 2005, the share of public transit use went up by 7%, while the share of cars in traffic declined by 6%.
  - **Monthly spot cost - $ 822in Zurich**

- ***Cross Subsidization-*** Revenue gathered from parking tariffs is being invested to support other mobility needs. In Barcelona, 100% of revenue goes to operate Bicing—the city's public bike system.

  Several boroughs in London use parking revenue to subsidize transit passes for seniors and the disabled, who ride public transit

Source: - European parking u-turn reaps rewards: ideas for the rest of the world (ITDP)

Current Policies

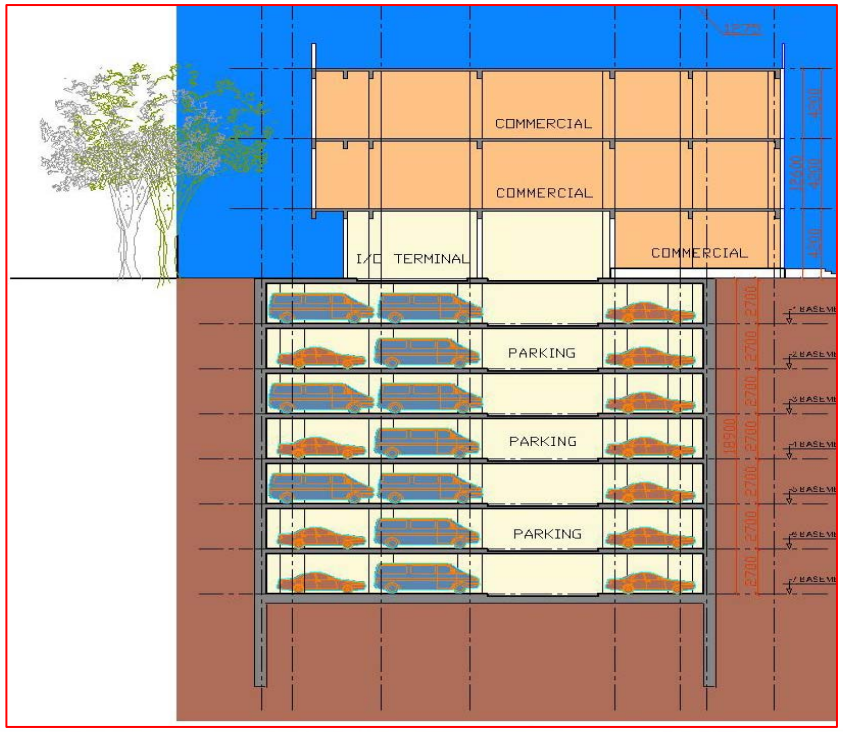
Agency/ Areas	Parking rates
NDMC	Rs 10 for two hours and then Rs 10 for each additional hour
MCD	Cars - Rs 10 for 10 hours and Rs 20 up to 24 hours. Two wheelers - Rs 5 for 10 hours and Rs 10 for 24 hours.
Metro Stations	Cars – Rs 10 for first 10 hrs and Rs 20 thereafter.

Parking Type	CAPEX/ECS (Rs. lakhs)	Area Required per ECS (Sq.m)
Car – MLCP	10	20
Car – Manual	4	30

- Parking charges insufficient to cover the capital cost of the projects
- The guidelines aim at providing more parking space at lesser price to the end consumer

Current Policies

Description	Commercial activity Permitted
MLCP	• Upto 25% of gross floor area; • 100% FAR for commercial use • 3 ECS /100sqm of commercial space



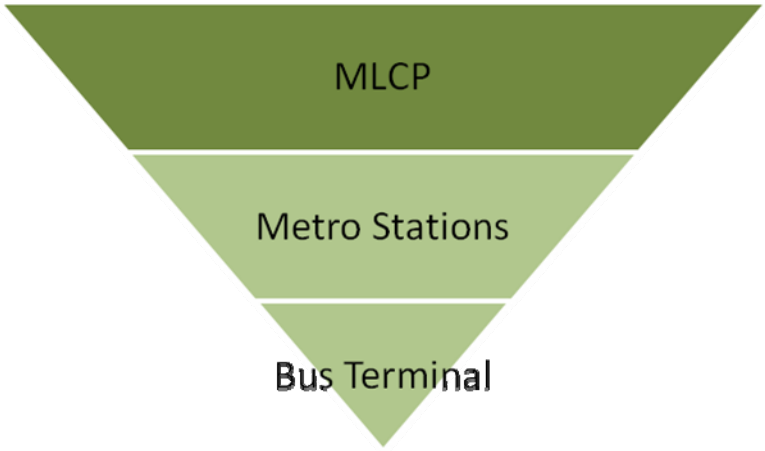
- Cross subsidizing higher parking cost through commercial exploitation
- **The guiding principles aim at increasing supply**

DIMTS DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM

Current Policies

Description	Commercial activity Permitted
Bus Terminal/ Depot	• 25% floor area can be utilized for passenger accommodation • Activities permitted – soft drinks, snack stalls, administrative offices
Metro	• 25% ground coverage and 100% FAR including area under metro station with no height restriction

- Commercial use allowed at MLCPs is much higher than at Public transport areas such as metro stations and bus terminals



DIMTS DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM

Parking for Public Transport- *Current Scenario*

- Bus Depots not given adequate parking spaces- 10,000 buses would require 100 depots.

- Bus Depots given space in far flung areas leading to high dead mileage to reach its start point
- Inadequate number of bus terminals

- No parking spaces for IPTs- Auto , Taxis, Cycle Rickshaws at **Bus Stands/ Depots/ Stops** leading to chaos
- No Cycle sharing schemes/ Cycle stands

Need of the Hour

- Area specific parking policy/ strategies- preferably at zonal plan level.
- Stress on regulating private vehicle using controlled parking as a mechanism.
- Providing more space for public transport vehicles
- Any Public Transportation Infrastructure Plan to include the revised parking plan for the areas benefited e.g. *any Central Business District which gets access to a new public transport linkage should have reduction in parking supply*

Adequate parking space at public transit interchange points, commercial and residential areas for IPT - bicycles, cycle-rickshaws, auto-rickshaws, taxis

DIMTS DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM

Benefits of Planned and Managed Parking

Car User

- Fuel Cost Saving
- Decreased Chaos
- Increased Carriageway
- Space availability assurance for those who really need it.

Non-Car User

- Reduced Encroachment on Pavements
- Reclaiming parks, footpaths and common spaces
- Increased availability of public transport
- Reduced chaos on road
- Environmental and Social Benefits
- Visually better neighborhoods

DIMTS DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM

Thank you

DIMTS DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM