NOTICE TO INVITE RESPONSES / SUGGESTIONS ON DRAFT PARKING POLICY IN DELHI

The Transport Department, Govt. of NCT of Delhi has prepared a draft comprehensive parking policy as an attempt for the solution of ever increasing parking problem in Delhi.

This has been prepared after extensive consultation with major stakeholders such as Municipal bodies, PWD, DDA, Delhi Traffic Police, etc.

It is now proposed to further invite responses/suggestions from all concerned, the general public as well as govt. agencies, on the draft parking policy, which is enclosed herewith.

The responses and suggestions may be sent to the Dy. Commissioner (Operations-I) within 30 days of this notice, through either of the following modes:-

1. Through e-mail to dcoptpl.deli@gov.in
2. Through normal mail addressed to Dy. Commissioner (Operations-I), Room No-208, Second Floor, Transport Department, GNCT of Delhi, 5/9 Under Hill Road, Delhi-110 054. The envelope of the mail should be clearly marked as ‘RESPONSES / SUGGESTIONS ON DRAFT PARKING POLICY’.

Encl: Draft Parking Policy.

To

1. Pr. Secretary (Home), GNCTD
2. Commissioner of Police
3. Chairman, NHAI
4. Chairman, New Delhi Municipal Council
5. Vice Chairman, DDA
6. Pr. Secretary (UD/DLB), GNCTD
7. Pr. Secretary (PWD), GNCTD
8. Commissioners of North MCD, South MCD, East MCD & CEO (DJB)
9. Managing Director, DMRC
10. CMD, DTC
11. Div. Commissioner, GNCTD
12. CEO, DUSIB
13. Sr. System Analyst for placing the draft parking policy on the website of the department.

Copy forwarded for information to:-

1. Secretary to Hon’ble Lt. Governor, Delhi
2. Secretary to Hon’ble Minister (Transport), Delhi
3. OSD to Chief Secretary
4. OSD to Commissioner (Transport)
PARKING POLICY FOR DELHI

Transport Department

Govt. of NCT of Delhi
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1. Background

1.1 Introduction
Delhi is the capital of India and the second most populous city in the country. The city is spread over an area of 1,484 sq. km. and is the largest commercial center in northern India. The city has more than one Crore registered vehicles, which is more than the number of vehicles in other metropolitan cities in India. The ingress of traffic from the neighboring NCR towns also adds significantly to the congestion on the roads of Delhi.

Land being a scarce commodity in Delhi, the demand for parking infrastructure to meet the demand of increasing number of private vehicles can be catered only upto a certain limit. In order to address the parking problem, several policy approaches have been suggested since 2003 by various agencies like EPCA, UTTIPEC etc. Various private players & NGOs have also done their bit. However, a comprehensive policy framework to address this problem could not be evolved.

The present attempt is to formulate a comprehensive parking policy as a solution to the ever increasing parking problem in Delhi. Inputs and suggestions have been invited and incorporated from major stake holders like the civic agencies i.e. Municipal Corporations of Delhi, NDMC, Public Works Department, GNCTD, Delhi Development Authority on the one hand and the law enforcing agency i.e. Delhi Traffic Police on the other hand, so as to arrive at an implementable policy which is both comprehensive and coherent.

The areas that have been specifically identified for policy interventions are rationalization of parking charges, parking in Commercial areas, parking in residential areas, parking management on roadsides, Enforcement issues, increasing use of technology for efficient parking management etc.

The main issue in parking charges is the availability of land. The parking charges need to be fixed in proportion to the price of land used. Both on-street and off-street parking charges in Delhi, as in other Indian cities are too low which need rationalization based on the premise that parking charges should reflect the cost of land occupied.

Accordingly, parking policy has also visited the night-time & day-time parking on residential areas, where residents park their private vehicles on public roads, thereby using the public space free of charge while impeding the smooth flow of traffic and hindering passage of emergency response vehicles etc. and degrading the pedestrian environment.

Since the residents use public spaces free of charge for night parking of their vehicles, it is being suggested that parking may be allowed in residential areas on payment of parking charges. Higher charges for parking in residential areas have been suggested in the policy. Multilevel Parking is also sought to be incentivized viz-a-viz surface parking through a price differentiation in favor of multi-level parking. The cost of setting up of multi-level parking lots
will have to be brought down for effective use. Stand-alone multilevel parking lots should be preferred instead of the present approach of allowing a commercial component.

A new initiative has been proposed for construction of parking lots in developed colonies. Some of the vacant plots in developed colonies can be developed as parking lots for the residents on payment of appropriate parking charges.

Park and Ride facilities are the key to good parking management. It is being proposed that Shuttle services may be provided at the parking lots which are far away from markets. Small size shuttle services should be preferred so that the waiting time for users is reduced.

The agencies managing parking infrastructure viz local bodies, DDA, DMRC, etc. should emphasize the desirability of switching over to automated parking systems. Introduction of smart card based automated parking and reducing the personnel required to manage parking will improve the quality of parking management.

Enforcement Issues have been dealt with at length which are the key to successful implementation of on-street parking management.

Junk vehicles parked on public roads and occupying valuable space are a major problem in Delhi. Attempts have been made in this policy to discourage such misuse.

The number of Commercial vehicles, especially Taxies on aggregator platforms has grown substantially in recent years without adequate availability of parking space for such vehicles. There is a need to link registration of these vehicles with proof of availability of parking space.

In order to prepare a parking policy for Delhi, the quantum of the problem can be gauged by the following table which illustrates the total number of vehicles registered in Delhi and their growth rate:-
Table 1: New Vehicles Registered in the year 2015 and 2016

<table>
<thead>
<tr>
<th>Vehicle Category</th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>M-Cycle/Scooter</td>
<td>418211</td>
<td>449395</td>
</tr>
<tr>
<td>Motor Car</td>
<td>175732</td>
<td>159475</td>
</tr>
<tr>
<td>Motor Cab</td>
<td>19180</td>
<td>29128</td>
</tr>
<tr>
<td>Three Wheeler (Passenger)</td>
<td>17507</td>
<td>11057</td>
</tr>
<tr>
<td>Goods Carrier</td>
<td>16285</td>
<td>11559</td>
</tr>
<tr>
<td>Moped</td>
<td>4709</td>
<td>5156</td>
</tr>
<tr>
<td>E-Rickshaw(P)</td>
<td>3488</td>
<td>21404</td>
</tr>
<tr>
<td>Three Wheeler (Goods)</td>
<td>2555</td>
<td>3527</td>
</tr>
<tr>
<td>Maxi Cab</td>
<td>2146</td>
<td>1073</td>
</tr>
<tr>
<td>Bus</td>
<td>812</td>
<td>891</td>
</tr>
<tr>
<td>Luxury Cab</td>
<td>458</td>
<td>144</td>
</tr>
<tr>
<td>Others</td>
<td>411</td>
<td>350</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>6,61,494</strong></td>
<td><strong>6,93,159</strong></td>
</tr>
</tbody>
</table>

The distribution of road network under the jurisdiction of various agencies is as below:

Table 2: Agency-wise distribution of Roads in Delhi

<table>
<thead>
<tr>
<th>S. No.</th>
<th>Agency</th>
<th>Length (in Lane Km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>MCDs</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>EDMC</td>
<td>270</td>
</tr>
<tr>
<td></td>
<td>SDMC</td>
<td>9408</td>
</tr>
<tr>
<td></td>
<td>NDMC</td>
<td>3118</td>
</tr>
<tr>
<td>2</td>
<td>New Delhi Municipal Council</td>
<td>1290</td>
</tr>
<tr>
<td>3</td>
<td>PWD (Delhi Govt.)</td>
<td>6738</td>
</tr>
<tr>
<td>4</td>
<td>DSIIDC</td>
<td>1434</td>
</tr>
<tr>
<td>5</td>
<td>DDA</td>
<td>435</td>
</tr>
<tr>
<td>6</td>
<td>I&amp;FC</td>
<td>40</td>
</tr>
</tbody>
</table>

Source: - Delhi Statistical Hand Book, 2016
### Table 3: Total Registered Vehicles in Delhi as on 1.1.2017

<table>
<thead>
<tr>
<th>Vehicles</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Transport Vehicles</td>
<td></td>
</tr>
<tr>
<td>M-Cycle/Scooter</td>
<td>6326758</td>
</tr>
<tr>
<td>Motor Car</td>
<td>3042969</td>
</tr>
<tr>
<td>Moped</td>
<td>113190</td>
</tr>
<tr>
<td>M-Cycle/Scooter-With Side Car</td>
<td>910</td>
</tr>
<tr>
<td>Recovery Vehicle</td>
<td>620</td>
</tr>
<tr>
<td>Others</td>
<td>686</td>
</tr>
<tr>
<td><strong>Non-Transport Sub total</strong></td>
<td><strong>9485133</strong></td>
</tr>
<tr>
<td>Transport Vehicles</td>
<td></td>
</tr>
<tr>
<td>Goods Carrier</td>
<td>221236</td>
</tr>
<tr>
<td>Motor Cab</td>
<td>112700</td>
</tr>
<tr>
<td>Three Wheeler (Passenger)</td>
<td>105557</td>
</tr>
<tr>
<td>Three Wheeler (Goods)</td>
<td>66732</td>
</tr>
<tr>
<td>Bus</td>
<td>35086</td>
</tr>
<tr>
<td>Maxi Cab</td>
<td>30244</td>
</tr>
<tr>
<td>e-Rickshaw(P)</td>
<td>24761</td>
</tr>
<tr>
<td>Tractor (Commercial)</td>
<td>6026</td>
</tr>
<tr>
<td>Ambulance</td>
<td>3032</td>
</tr>
<tr>
<td>Others</td>
<td>2963</td>
</tr>
<tr>
<td><strong>Transport Sub Total</strong></td>
<td><strong>608337</strong></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>10093470</strong></td>
</tr>
</tbody>
</table>
1.2 Existing Parking Facilities

The details of parking facilities in Delhi under jurisdiction of various bodies, namely, South Delhi Municipal Corporation (SDMC), North Delhi Municipal Corporation (NDMC) and East Delhi Municipal Corporation (EDMC) are compiled below:

Table 4: Details of Existing Parking Facilities under MCDs

<table>
<thead>
<tr>
<th>Sl.</th>
<th>Type of parking</th>
<th>Detail</th>
<th>South Delhi Municipal Corporation</th>
<th>North Delhi Municipal Corporation</th>
<th>East Delhi Municipal Corporation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Surface</td>
<td>Number of sites</td>
<td>106</td>
<td>95</td>
<td>63</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Capacity (ECS)</td>
<td>24500</td>
<td>24600</td>
<td>5882</td>
</tr>
<tr>
<td>2</td>
<td>Underground / Multilevel</td>
<td>Number of sites</td>
<td>7</td>
<td>8</td>
<td>39</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Capacity (ECS)</td>
<td>7164</td>
<td>6433</td>
<td>3855</td>
</tr>
</tbody>
</table>

1.3 Existing Parking Charges

Existing parking charges for multilevel facilities, surface parking, and concessional monthly passes levied by various agencies have been compiled below:

Table 5: Parking Charges in Delhi (MCDs)

<table>
<thead>
<tr>
<th>Type of Vehicle</th>
<th>Applicable fee for multi-level parking</th>
<th>Application fee for surface parking</th>
<th>Cost of monthly pass for multi-level parking only</th>
<th>Concessional monthly fees for multilevel parking only for association member/handicapped persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>Rs. 20/- per hour subject to a maximum of Rs. 100/- per day</td>
<td>Rs. 30/- per hour</td>
<td>Rs. 2000/- per vehicle</td>
<td>Rs. 1500/- per vehicle</td>
</tr>
<tr>
<td>2 Wheeler</td>
<td>Rs. 10/- per hour subject to maximum of Rs. 50/- per day</td>
<td>Rs. 20/- per hour</td>
<td>Rs. 1000/- per vehicle</td>
<td>Rs. 750/- per vehicle</td>
</tr>
<tr>
<td>Commercial Vehicles (tempos, small carriers)</td>
<td>Rs. 50/- per hour subject to maximum of Rs. 250/- per day</td>
<td>Rs. 100/- per hour</td>
<td>Rs. 3000/- per vehicle</td>
<td>No concession</td>
</tr>
</tbody>
</table>
2 Emerging Conceptual Framework

In order to address the parking problem, several policy approaches have been suggested since 2003 by various agencies like EPCA and UTTIPEC etc. These are discussed below.

2.1 National Urban Transport Policy (2006 & 2014)

The National Urban Transport Policy (NUTP), 2006, which has been later revised and reorganized in 2014 recommends interventions that would encourage people to use public transport for their daily commute to work and for other purposes and sought to discourage daily use of personal vehicles.

NUTP recognizes that the parking demand is insatiable; entails enormous cost and uncontrolled parking supply encourages car dependency and therefore advocates use of parking facilities as a restraint measure by limiting the availability of parking space and levy of high parking fees, to curb the use of personal motor vehicles. Preference in the allocation of parking space for public transport vehicles and non-motorized modes as well as easier access of work places to and from such spaces, was intended to encourage the use of sustainable transport system. Park and ride facilities for bicycle users, with convenient interchanges, was considered to be another useful measure. Simultaneously, a graded scale of parking fee, that could recover the economic cost of the land used in such parking, was proposed to be adopted.

2.2 Approach towards parking in JNNURM scheme (2005-12)

Jawaharlal Nehru National Urban Renewal Mission (JNNURM), the city-modernization scheme launched by the Government of India under Ministry of Urban Development. too recommended that levy of high parking fees, commensurate with the value of land occupied, should be used as a means to reduce the usage of personal vehicles and to facilitate the modal shift towards public transport. Graded parking fee should recover the cost of the land. JNNURM reforms also suggested earmarking of parking revenue for dedicated urban transport funds, for funding of transportation and other local area development and pollution reduction programmes.

Further measures to provide easier access to sustainable transport included:

- Preference in parking space allocation to public transport vehicles and non-motorized modes of transport.
- Park and ride facilities for bicycle users with convenient interchange

Multilevel parking complexes should be made a mandatory requirement in city centres that have several high-rise commercial complexes.

The need for modification of byelaws for parking provision was stressed upon.
2.3 **UTTIEPEC on Parking Management (2010)**

Unified Traffic and Transportation Infrastructure (Planning & Engineering) Centre (UTTIEPEC) also stresses the need for parking management and realistic pricing based on true value of land to optimize the demand for parking. Further, the prioritization of parking of para transit and feeder modes over that of personal vehicles was encouraged. The brief recommendations were as under:

- **Parking Management** should be used as a demand management tool to decrease use of private vehicles and thus reduce overall demand for parking, and shift travel to public transport, para-transport & non-motorized modes. 60% of all trips made in Delhi are short trips which can easily be made on these alternate modes.

- **No subsidized parking** is to be provided in public spaces. User must pay full cost of parking facility based on land opportunity cost, capital cost, O&M costs and temporal demand.

- Spaces already designated for parking must be utilized to highest efficiency and financial viability.

- Parking for **para-transit / feeder modes** to be prioritized and subsidized.

- Short term parking to be prioritized over long-term parking, in order to maximize turnover and enable economic vibrancy.

2.4 **Recommendations of EPCA (2012)**

Environment Pollution Control Authority (EPCA) prepared a Draft Parking Policy for Delhi, based on inputs from various agencies such as New Delhi Municipal Council (NDMC), Municipal Corporation of Delhi (MCD), DDA & Delhi Traffic Police, etc. The brief recommendations of their report are as under:

- Development of a world-class public transport system – There is an immediate need to improve the public transport network in Delhi, in terms of comfort and reliability, without which the popularity of public transport cannot be boosted.

- Removal of unauthorised encroachments from parking spaces;

- Stringent punishment for violation of land use;

- Increase in parking fees

- Development of parking sites

- Generating funds for financing parking infrastructure

- Special study for improving parking in important congested areas

- Optimum space utilisation in cooperation with Resident Welfare Associations
- Modifications in building by-laws
- Unified metropolitan transport authority.
- Devise strategies (including fiscal strategies) for controlling growth of vehicles.

Adequate, stringent and effective enforcement against illegal/unauthorised parking for effective implementation of the policy interventions.

### 2.5 Directions of NGT regarding parking on roads

The Hon'ble National Green Tribunal (NGT), vide its order dated 19-1-2015, in the matter of Vardhaman Kaushik Vs. Union of India &Ors., issued directions prohibiting parking of any cars on metalled roads and directed the Municipal Corporations to take strict action against violators. Payment of Rs. 1000/- per car was prescribed in addition to the normal fine. The said order was later modified and carriageway parking was allowed.

In another order, the NGT has directed that vehicles above 15/10 years (Diesel / Petrol) will not be parked on public streets and shall be towed away by the Traffic Police.

### 3 Conventional vs Contemporary View on Parking

The approach towards parking provisions, charges and management thereof has undergone a sea change over a period of time. Policy planners worldwide now recognize that the traditional parking policies have had significant unintended consequences. By and large, these policies have produced excess parking supply and kept the price of parking down. By reducing the cost of driving and by consuming large amounts of space, traditional policies have promoted automobile use thus undermining public transport, walking and bicycling.

Conventionally, parking facilities were required to be provided according to development controls, based on use of the building. The goal of these policies was aimed at meeting 100% demand for the convenient parking spaces at nominal charges. These newer approaches emphasize measures which manage parking demand through realistic pricing of parking commensurate with the land value and other factors, shared parking and reduced on-street requirements. Short term parking is encouraged for efficient utilization of land.
### Table 6: Changes in Approach to Parking

<table>
<thead>
<tr>
<th>Sl.</th>
<th>Parameter</th>
<th>Conventional Approach</th>
<th>Contemporary Approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Meeting Parking Demand</td>
<td>Increase supply to meet additional demand</td>
<td>Analysis of parking demand, which may arise out of inadequate or over supply, too low or high prices, inadequate user information, and inefficient management</td>
</tr>
<tr>
<td>2</td>
<td>Provision of Parking</td>
<td>As per building use, across the city.</td>
<td>Flexibility in parking provision based on land value, congestion, etc.</td>
</tr>
<tr>
<td>3</td>
<td>Funding for parking</td>
<td>Provided almost free to the user, funded through indirect sources such as rent and taxes</td>
<td>Cost to be recovered from users, as land for off-street and on-street parking is expensive. Funds recovered through road taxes should be utilized for other development</td>
</tr>
<tr>
<td>4</td>
<td>Parking availability</td>
<td>On first-come-first basis</td>
<td>Encouraging short term parking</td>
</tr>
<tr>
<td>5</td>
<td>Innovations</td>
<td>Resistive to technology</td>
<td>Implementation of technological solutions, learning from global best practices</td>
</tr>
<tr>
<td>6</td>
<td>Parking Management</td>
<td>Considered only when increase of parking supply is not possible</td>
<td>Area-wise parking management should be adopted.</td>
</tr>
<tr>
<td>7</td>
<td>Multi-level parking facilities</td>
<td>Commercial development allowed to a certain extent for sustainability.</td>
<td>“Parking only” structures should be encouraged, instead of creating additional demand of commercial use. The charges should be rationalized and time slot based.</td>
</tr>
</tbody>
</table>
4 Legal Provisions on Parking Related Matters:

4.1 The Motor Vehicles Act, 1988

Section 117: Parking Place and Halting Stations:
The State Government or any authority authorized in this behalf by the State Government may, in consultation with the local authority having jurisdiction in the area concerned, determine places at which motor vehicles may stand either indeﬁnitely or for a speciﬁed period of time, and may determine the places at which public vehicles may stop for a longer time than is necessary for taking up and setting down of passengers. Penalty: Rs.100 for ﬁrst offence and Rs.300/- for second or subsequent offence.

Section 122: Leaving vehicle in dangerous position:
No person in charge of a motor vehicle shall cause or allow the vehicle or any trailer to be abandoned or to remain at rest on any public place in such a position or in such circumstances as to cause or likely to cause danger, obstruction or undue inconvenience to other users of the public place or to the passengers. Penalty: Rs.100 for ﬁrst offence and Rs.300/- for second or subsequent offence.

Section 127: Removal of motor Vehicles abandoned or left unattended on a public place:
• Where any motor vehicle is abandoned, or left unattended on a public place for ten hours or more, its removal by a towing service may be authorized by a police ofﬁcer having jurisdiction.

• Where an abandoned, unattended, wrecked, burned or partially dismantled vehicle is creating a traffic hazard because of its position in relation to the highway or its physical appearance is causing the impediment to the trafﬁc, its immediate removal from highway by a towing service may authorize by police ofﬁcer having jurisdiction.

• Where the vehicle is authorized to be removed under above sub-section (1) & (2) by a police ofﬁcer, the owner of the vehicle shall be responsible for all towing costs, besides any other penalty.

Penalty: Rs.100 for ﬁrst offence and Rs.300/- for second or subsequent offence.

Section 201. Penalty for causing obstruction to free ﬂow of trafﬁc-
• Whoever keeps a disabled vehicle on any public place, in such a manner, so as to cause impediment to the free ﬂow of trafﬁc, shall be liable for penalty up to ﬁfty rupees per hour, so long as it remains in that position.

• Provided that the vehicle involved in accidents shall be liable for penalty only from the time of completion of inspection formalities under the law.
• Provided further that where the vehicle is removed by a Government agency, towing charges shall be recovered from the vehicle owner or person in-charge of such vehicle.

• Penalties or towing charges under this section shall be recovered by such officer or authority as the State Government may, by notification in the Official Gazette, authorize.

4.2 Delhi Municipal Corporation Act, 1957

Section 303: Power to prohibit use of public streets for certain kind of traffic:-
The Commissioner may—

• prohibit vehicular traffic in any public street or any portion thereof so as to prevent danger, obstruction or inconvenience to the public or to ensure quietness in any locality;

• prohibit in respect of all public streets, or any particular public street, the transit of any vehicle of such form, construction, weight or size or laden with such heavy or unwidely objects a may be likely to cause injury to the roadways or any construction thereon, except under such conditions as to time, mode of traction or locomotion, use of appliances for the protection of roadway, number of lights and assistants and other general precautions and upon the payment of such charges as may be specified by the Commissioner generally or specially in each case;

• prohibit access to premises from any particular public street carrying high speed vehicular traffic:

• Provided that the Commissioner shall not take action without the sanction of the Corporation in cases under clause (a) and without the sanction of the Standing Committee in cases under clause (c).

Notices of such prohibition as are imposed under sub-section(1) shall be posted in conspicuous places at or near both ends of public streets or portions thereof to which they relate, unless such prohibition applies generally to all public streets.

4.3 Delhi Motor Vehicles Rules, 1993:

Rule 75(1) :

Halting of motor Vehicle in Public places. -

• Halting of stage carriages: -

• No stage carriage shall be halted in an urban area for more than five minutes consecutively for taking up or getting down of passengers or at any time during the course of a run except at a stand.
• **Bus Stop:**
  
  • The District Magistrate may direct that in any street or any road in an urban area notified by him in this behalf (the notification being made by public proclamation or in such a manner as the District Magistrate may deem fit), no stage carriage shall take up or get down passenger except at a place appointed by him at a bus stop or at stand.

  • No stage carriage shall be halted at a bus stop for longer than it is necessary to take up such passengers as are waiting when the vehicle arrives, and to get down such passengers as wish to alight.

**Rule 75 (5):**

**Halting of Contract carriages -**

The State Transport Authority may impose, on the use of any contract carriage, or any stage carriage when the same is being used as a contract carriage, a condition that the vehicle shall not be halted in any public place in an urban area save at a parking or (in the case of motor cab) a rank duly appointed under section 117 of the Act as a stand.

4.4 **Rules of the Road Regulations, 1989**

**Parking of the vehicle:**

Every driver of a motor vehicle parking on any road shall park in such a way that it does not cause or is not likely to cause danger, obstruction or undue inconvenience to other road users and if the manner of parking is indicated by any sign board or markings on the road side, he shall park his vehicle in such manner.

A driver of a motor vehicle shall not park his vehicle:

  • at or near a road crossing, a bend, top of a hill or a humpbacked bridge;
  • on a foot-path;
  • near a traffic light or pedestrian crossing;
  • on a main road or one carrying fast traffic;
  • opposite another parked vehicle or as obstruction to other vehicle;
  • alongside another parked vehicle;
  • on places or roads where there is a continuous white line with or without a broken line;
  • near a bus stop, school or hospital entrance or blocking a traffic sign or entrance to a premises or a fire hydrant;
  • on the wrong side of the road;
  • where parking is prohibited;
  • away from the edge of the footpath.

Penalty: Rs.100 for first offence and Rs. 300/- for second or subsequent offence under section 177 of MV Act 1988.
5 Approach to Parking Policy, 2017

The Environmental Pollution (Prevention and Control) Authority (EPCA) came out with a Draft Parking Policy in the year 2012. Using the efforts made by EPCA as a starting point, the draft report was circulated to all stake holders i.e. MCDs, NDMC, DDA and Delhi Traffic Police etc. to seek their inputs to prepare the parking policy for Delhi in the year 2017.

5.1 Suggestions of Civic Agencies

All Civic Agencies are broadly in agreement with the various suggestions made by EPCA.

5.2 Suggestions of Delhi Traffic Police

The Delhi Traffic Police suggested many measures, some of which are as under:

- Safeguards provided in MPD-2021 regarding parking provisions before notification of streets as commercial has not been properly implemented in true letter and spirit. No relaxation for setback standards for residential buildings and the present standards of 2 ECS per 100 sq. m.

- No subletting of contract of authorized parking lots should be allowed.

- Commercial complexes induce huge traffic, increase parking demand and congestion in the neighbourhood. Major complexes should be totally discouraged from coming up in high density traffic corridors and along main arteries.

- Need to discourage captive use of parking spaces by individual owners.

- Common and shared parking lots can be considered and encouraged.

- Registration of personal vehicles should be linked with the availability of parking spaces.

- Policy should also address the key issues of parking of NMVs such as cycles, cycle rickshaws, cycle rickshaw trolleys and other modes of slow moving transport.

- Immediate amendments in the MV Act 1988 for increasing the penalty of Rs.100 to Rs.500-1500 for improper/obstructive/unauthorized parking under the penal provisions.

- Towing charges should also be increased for more deterrence.
6  Rationalization of Parking Charges

The EPCA report says that Delhi is one of the few Metropolitan cities in the world where Parking in Public spaces is permitted – almost for “free”. This is undemocratic since one section of the society is subsidized to occupy public land for a private use, while degrading the public spaces and pedestrian walkways. The cost of providing parking is passed on to all tax payees and users of the development for which parking is required regardless of their transportation choices.

Land Consumption

- A typical vehicle stays parked 95 per cent of the time. A 2006 study by the Central Road Research Institute in New Delhi estimate that of the 8,760 hours in a year, an average car’s steering time is only 400 hours. This means it is driven for only about an hour a day. In Delhi this may be 3 to 4 hours a day.

- Each car needs/occupies an average of three different parking locations in the city every day. The land required to park a car is approx. 23 sq m, which includes the space occupied by the vehicle as well as the minimum space needed to move it into and out of the space. This is called equivalent car space, or ECS. Therefore, each car effectively consumes 69 sq.m of land every day, most of which is public land.

- On the other hand, a very poor family (EWS) in Delhi gets a plot or apartment of 25 sq.m.

- Delhi, in other words, allots more public land per day for parking of cars than it does to house its poor. And all this for only 20 per cent of city’s population which have a family car, based on figures of the 2008 Household Survey by the Department of Transport, GNCTD.

- On-street parking is not free in major Central Business Districts in Delhi. Still, there is chaos on roads. This is because supply is fixed, but demand rises and falls during the day. So should the price of parking. The appropriate price is that at which there will be one or two open spaces in every parking lot or about an 85 percent occupancy rate, so there is no glut of parked cars. This is called Goldilocks principle of parking prices - neither too low nor too high.

- Restructuring of parking charges for on-street parking vs multi-level parking should be carefully done.

- Land is limited and there is a limit to the additional parking space that can be created in the city. Therefore, the available parking space will have to be managed efficiently to meet the parking demand. This will also require demand side management through a well thought out pricing policy to control the demand for parking.
• The Provision of parking for personal motorized vehicles cannot be considered as a matter of public good. Individual user of personal vehicle should pay for the use of the space for parking. Parking facilities underground, surface and multilevel parking are provided at an enormous cost.

• If the public agencies responsible for funding these structures or providing land as part of their share in a public-private partnership, this will amount to subsidy for the rich car users. This is against the principle of equity. Therefore, the ‘user pays’ principle should govern the pricing of parking.

• Rationalization of parking rates are required across the board for all kinds of parking – surface parking, underground parking and multilevel parking, to reduce distortions and ensure full utilization. The surface parking is seen as the cheapest form of parking as the opportunity cost of the land is not reflected in the parking rates.

• The civic bodies should use a wide variety of tools for dynamic pricing of parking. They can use time variable rates as under:
  a) Higher rates during peak hour
  b) Progressive increase in rates per hour
  c) Differentiation in parking fees can be done according to zone
  d) Peak hour demand
  e) Rates for weekdays and weekends, etc.

On the basis of these principles, MCD, DDA, NDMC etc. should rationalize the pricing charges for all types of parking facilities – surface, underground, and multilevel.

Raising the parking charges in general faces stiff public resistance. One of the innovative solutions for overcoming local resistance to new or increasing parking charges could be to create special benefit area where the parking revenue or part thereof is returned to the neighbourhood in the form of enhanced public services and improved streetscapes/footpaths. Higher rates should be levied for areas/ roads abutting or adjacent to major commercial complexes with a view to incentivize legal / multi-level parking lots and disincentivize surface parking which would effectively de-congest such areas.
7 Parking Space for Visitors

Commercial streets have the greatest competition for kerb space, with delivery and service vehicles competing with shoppers, store employees and local residents for parking spots. Premium parking space is generally occupied by vehicles of shopkeepers and their employees who are the first to arrive in the morning. This reduces adequate parking supply for shoppers who often visit for a short period.

At least 75% of the total parking space/slots capacity should be kept for short term parking, primarily for shoppers/visitors and not for long term parking by shopkeepers or office goers.

7.1 Short Term Parking to be Encouraged

Typically, the on-street parking may be priced at three times that of off-street. On-street parking may be priced for every half hour slots, increasing exponentially as per the formula \((2x+10)\), where \(x\) is the charge for the previous hour, up to a maximum of three hours. Heavy penalties may be levied beyond 3 hours to discourage long term users like shopkeepers and office employees using on-street parking. Penalty for first one hour beyond the two hour slot could be an additional Rs.100 and beyond that a high fine may be considered.

7.2 Parking Charges on Commercial Streets and Lanes

In Commercial and Retail streets, parking controls should be consistent with the viability and efficient operation of local business. Parking controls in and around mixed use or retail facilities should encourage turnover that is consistent with the local business mix and expected duration of stay by customers.

Two-hour parking controls are the preferred parking control in commercial and mixed-use streets, because they allow reasonable access for short visits. However, it may be appropriate that the local bodies may adopt different parking controls in response to local conditions.
Figure 1: Overflow of parking in Commercial areas
8 Condition of Parking Space for Commercial Permits

8.1 Overnight Parking of Commercial Vehicles

About six lakh commercial vehicles are registered in the city. These comprise of about 1.5 lakh Goods Vehicles, one lakh auto-rickshaws, more than 80,000 Taxis, about one lakh E-rickshaws and a number of other vehicles, which are being parked on the public streets only. Considering the fact that their registration was allowed without ensuring availability of commensurate space for parking, the parking arrangement for existing vehicles have to be catered for.

Overnight parking of buses, trucks, tourist buses, vans, water tankers, containers, lorries etc. may be allowed only along notified roads during night hours only upon certain payment to local bodies/ PWD to discourage haphazard parking. Such areas should be brought under the management of private service providers for realization of parking charges. No parking should be allowed except on notified roads.

The number of taxies on aggregator platforms has increased to a humongous number in recent years without ensuring availability of parking space for such vehicles. Henceforth, it is desirable that a permit shall be granted only upon submission of proof of parking space for such commercial vehicles.

9 Multi-level Car Parking

Construction of multi-level car parking facilities should be considered to cater to high parking demand. The footprint of the structure is lesser than the space that would be required for surface parking of the vehicles that can be accommodated in it. However, there should not be public funding for construction of multi-level parking lots. Such complexes could come up through public-private partnerships in order to limit the impact on the public exchequer.

9.1 Policy for augmentation of infrastructure with multilevel parking

- The city needs to build more multilevel parking facilities but the enabling policy for this infrastructure requires the following:

- Increase in parking tariffs across the city, to make these facilities viable;

- Stringent enforcement against unauthorized parking so that there is usage of paid parking.
• Careful evaluation of technologies for this infrastructure to ensure that the operational costs are reasonable and there is no inconvenience in usage. Reliability of operation and speed of retrieval is a sine qua non for successful operations.

![Figure 2: Multi level parking](image)

As a policy, all multilevel parking projects should have the following conditions:

• 500 m (5-minute walking) zone around the multi-level facility should be designated a strict ‘no-parking’ zone for all streets. Road space within this zone should now be reclaimed for IPT/NMT parking, pedestrians, vendors & public transport users.

• In case some essential on-street parking has to be provided within the 500 m zone, it should be priced exponentially (preferentially double of surface parking price) so that the multi-level facility has more demand, thus making it viable for the parking provider, even without provision of commercial FAR.

• The current provision of multilevel parking with 25% commercial component needs to be reviewed and revised. The commercial component is creating a perverse incentive to not check the cost of the parking facility infrastructure for reduced operational cost; it is adding to the numbers of vehicles that need parking and creating conditions in which there is scope for misuse of these facilities.

The rates for parking must be revised to make multilevel parking viable and must be differential for surface and multi-level parking. The rates for parking must be revised so that these projects become viable. This will also require revision of rates – at
higher levels – for surface parking – so that there is an incentive to use these facilities. But most importantly, multi-level facilities, built at huge cost will not work, unless there is effective enforcement on ground, which is based on a standard continuous protocol to effectively deter illegal parking.

9.2 Lesson learnt from Sarojini Nagar Multi Level Parking for future Precaution

The following extract of the EPCA Report (June, 2012) needs to be kept in view while planning and executing Multi Level Car Parking in Delhi:

*Given land constraints, local agencies in Delhi (and other cities) are increasingly opting for the fully automated technology option. But this choice has problems, as is evident in the case of Delhi’s first such project – Sarojini Market (see box). In this case, the concessionaire, DLF was given the project on a BOT basis by NDMC. Under the terms of the agreement, the concessionaire has to build the parking facility and gets to operate it for 35 years. In addition, they get to commercialize 25 per cent of the space. But the project has run into problems, both because of the economics of the project because of low rates of parking, particularly surface parking and also because of technical problems. In this fully automated mechanical system, designed by Precision Automation & Robotics India Limited (PARI), cars are scanned for any unwanted objects at the entrance of the parking, post which the cars proceed to the bays where the driver leaves the car on a pallet placed on each bay. Immediately after that, the car's registration number is scanned and the in-time recorded. Next, the pallet is shifted on to a lift, which transports the car to the floors above. But technical glitches and delays are leading to failure of this parking system.*

*The newly built, Sarojini Nagar multi-level car parking structure is completely electronic. There are no ramps or staircases as fallback in case of power failure or an emergency. Such projects would perhaps work near commercial and offices where people park their cars once and retrieve it only in the evening. In markets, there is high turn over rate. During peak hours, long queues outside the structure increase the waiting time. This parking lot has a capacity to accommodate 824 cars and eight elevators to park and retrieve cars. According to the concessionaire, DLF, their retrieval time is roughly about 2 to 3 minutes on an average. But the real experience of the users is different. Even though it has just been a few months since the structure was inaugurated, at least 4 times technical snags have obstructed its operations. The system had just stopped functioning*
due to the technical snag, people were unable to retrieve their vehicles and many had to wait throughout the night. When everything failed, they started retrieving the vehicles manually with the help of cranes.

People report that inside the structure it takes 10 to 20 minutes to park. Retrieval is another 10 minutes. The users who are still not used to the system also get impatient about waiting for the retrieval of the cars. The other issue with this choice of technology is its high operational costs, which makes recovery all the more difficult (see table). It costs roughly Rs 10 in electricity and operational costs, to park and retrieve a single vehicle. This means that parking rates must be increased so that these facilities become viable.

9.3 Lesson from HauzKhas Multi Level Parking

The HauzKhas Multi Level Parking is built beneath a park. The SDMC has increased the rates of surface parking at a very high level i.e. Rs.30/- per hour in comparison to Rs.20/- per hour in the Multi Level Parking. But, there is hardly any user for multi level parking and surface parking is still in use at that market.

The main reason for failure of this experiment is the nature/type of market where the multilevel parking has been built.

The HauzKhas market is essentially a neighbourhood market having mother dairy booth, vegetable vendors, daily grocery stores and medicine shops etc. The market is not comparable to any big market which can attract shoppers from far off area. The average shopping time in the market is less than one hour and therefore the construction of multi level parking at that place is debatable.

Lesson

The demand survey should be carefully done before planning a multi level parking.
10 Notification of Commercial Streets

980 streets were notified by MCDs as commercial streets while 2183 streets were notified in mixed land use areas without adequate arrangement of parking in those areas leading to parking chaos.

No Street in Delhi should be declared as a commercial street unless proper parking arrangements are provided on such streets. On-street parking should be allowed only on designated roads against parking charges wherever there is adequate road width on the recommendation of a panel comprising of Traffic Police and other experts.

10.1 Change in Parking Norms for Govt. Buildings

The parking norms in the city need to be reconsidered. A government school is required to keep as much parking area as prescribed for a private school whereas negligible students use cars to reach school in the case of the former. Similarly, the parking norms for Government Hospitals and private Hospitals are the same whereas only a few patients visiting Government Hospitals use cars to reach the Hospital thereby resulting in wastage of public space.

10.2 Construction of Parking Lots on Vacant Plots

A number of plots are still lying vacant in developed colonies. The DDA may consider formulating a policy for allowing parking lots on such plots. Either the DDA / Land Owning Agencies may themselves construct the parking lots or alternatively, permission may be considered for development and management of vacant plots for use as parking lots against parking charges.

It is expected that a number of local residents living in congested areas would prefer to avail services of neighbourhood parking lots.
11 Parking Policy in Residential Streets and Lanes

11.1 Parking space should not be free

In recognition of the limited parking availability in Delhi, parking spaces in residential streets need to be prioritized for residents and their visitors.

Parking controls in residential areas should balance the long-stay parking needs of all households to use street space for accommodating visitors, etc.

Only night parking may be allowed on public streets in residential areas that too against parking charges to be decided by local bodies.

A house hold may be allowed to park not more than two / three cars on a public street during night time, after payment of parking charges. In case of more than 2 /3 cars, higher parking charges may be levied for night parking also as per prescribed policy. The charges for day time parking on residential Public Streets should be higher.

The local bodies can consider norms for permission of parking of private vehicles on residential street on the basis of the size of the plot. For example, up to 50 yards, one vehicle may be permissible on normal parking charges, for plot area upto 100-200 yards, 2-3 vehicles respectively may be considered. Beyond a specific number, depending on plot size there should be additional charges for parking on the residential streets for equitable distribution on public spaces.

11.2 The local bodies should consider the use of open space nearby Residential Areas and use of Shuttle Services

There are number of areas in Delhi which are too congested to allow night/ day parking on the residential streets. Considering the ground reality that most of the residents are in possession of motor cars, the local bodies may consider developing open areas near the colonies as parking lots against payment basis. Even if the parking lots are slightly far away, the residents may use the services of regular shuttle services as a part of parking facility. This may take care of the acute parking problem in most of the urbanized villages where the residents are using community parks/ DDA land etc. for parking of their vehicles.

The management of parking in residential areas has to be outsourced and preferably bigger companies / corporations should be involved for better management of parking lots instead of local contractors.

In case of enforcement of parking policy in residential areas, the services of local police in supplementing the efforts of MCDs will be obtained.
Parking on footpaths to be strictly prohibited and may be made cognizable offence under the D.M.C. Act.

Figure 3: Parking on Footpaths
12 Use of Technology in Parking Lots

Existing parking management in Delhi is based on manual collection of parking charges which is an obsolete method requiring urgent attention to improve the same to global standards. The advent of the microchip and wire-less networking has changed the payment systems for both on-street and off-street parking in cities around the world. This is important to policy makers because new, credit card and cash capable, and pay by phone systems make variable parking rising and higher parking rates much easier to implement than cash only systems. MCDs, NDMC and DDA should initiate such technological solutions prevalent in other parts of the world in concerned areas.

Action Plan should be prepared to introduce technology in parking management such as:-

a. Installation of Automatic Parking Charges Barriers  
b. RFID tags may be made mandatory on the motor vehicles for automated parking management.  
c. Electronic Guidance System which tells motorists via variable message signs and the web what parking is available in nearby parking lots.  
d. Vacancy display boards  
e. Online reservation of parking at Central Business Districts/ High Priority Areas.

12.1 Parking contractor conditions

The following conditions for parking lot contracts are desirable:-

a. Get full details of contractor to ensure that cartelization is not happening (to do through affidavits and physical verification).

b. Take adequate security deposit to check against misuse (NDMC takes 2 months advance license fee+ 4 months security; MCD takes annual money in advance; sites are auctioned for 2 years).

c. Ensure no sub-contracting is allowed.

d. Provide clear conditions to put onus for display, demarcation (at least 6” width, yellow colour with full boundary), contact details and rates on contractor.

e. Ensure all contractors use hand held devices
f. Provide for strict penalties against misuse: NDMC provides: First offense: 25% of license; second offense: 50% of license; third: 75% of license; Fourth: Cancellation. MCD has revised recent contracts to provide the same.

g. Specify the following violations – a. misuse or encroachment of public land or pedestrian space, parking for other purpose; over charging; uniform and identity cards; if the display board is not visible etc.

12.2 **Signage and demarcation of authorized parking lots:**

a. MCD/NDMC to demarcate all the parking sites with thermoplastic paint; to install sign board indicating rates, name of contractor, number, and dimensions of parking with number of spaces in visible area.

b. MCD/NDMC to put list of parking lots on website with all details.

c. MCD/NDMC to revise contractor agreements to ensure that there are strict provisions against misuse of parking areas.
13 Parking for Community and Recreational facilities

Parking controls adjacent to community, recreational, social and cultural facilities, including Park land, should allow for turnover that is consistent with their desired use.

Regional parks and sporting facilities should have a minimum parking restriction on both weekdays and weekends. This allows for access for those enjoying organized sports, picnics and casual recreation.

Parking controls adjacent to community, sporting and cultural facilities should generally not exempt even residents during operating hours. This ensures all-day parking does not obstruct short-term access by a broad cross-section of the community.

Some community or recreational facilities, including parks, have small street frontages. In these circumstances, if period parking controls are used, they should be consistent with surrounding streets to minimize the potential for inadvertent non-compliance.

Time restrictions near cultural facilities should be reviewed on a case-by-case basis to balance the needs of patrons and the local community.
14 Parking Policy for Railway Stations/ Metro/ Bus Terminals

Development of park and ride facilities at Metro stations and at Bus Terminals should be encouraged. High quality shuttle services should be started and should be popularized. The possibility of financing these services from parking charges may be explored.

Shuttle services allow longer distances between parking facilities and destinations, hence it should be encouraged.

Figure 4: Parking at Anand Vihar Railway Station
15 Plan for other modes

Lane widths and street space should be rationalized to create designated parking zones that will accommodate cycle stands, para transit stands, parking for police & emergency vehicles, etc.

![Figure 5: Cycle parking](image)

Figure 5: Cycle parking
16 Policy on Enforcement

Successful implementation of any parking policy hinges upon efficient on-street parking management. Global literature suggests that it is possible to optimally regulate on-street parking.

Effective enforcement is crucial to on-street parking management. Most of the success stories in Asian cities involve shifting this responsibility away from the police to local authorities or to contractors.

16.1 Enforcement on illegal parking on public streets

Public streets are designed for smooth traffic in Delhi and most of the roads are wide enough to accommodate the present traffic. However, many of the vehicle owners park their vehicles on public streets thereby causing obstruction to the free flow of traffic. The wide roads get constricted on this count thereby adversely affecting the flow of traffic.

The existing fine of Rs.100/- under the provisions of Motor vehicles Act, 1988 for obstructive parking is hardly a deterrent for illegal parking on public streets.

In order to deal with the problem, the Ministry of Road Transport & Highways (MORTH) will be requested for making necessary amendment in Section 177 of Motor Vehicles Act 1988 with the recommendation to prescribe a fine of Rs.2000/- for obstructive parking on notified public streets under provisions of Section 122 of M.V. Act, 1988.

The major arterial roads including Ring Road, Outer Ring Road, Aurobindo Marg, Mathura Road, Najafgarh Road, Rohtak Road, Vikas Marg etc. should be treated as “No Parking Roads”. Roads will be identified by Committee of Officers of Transport, Traffic Police, MCDs, PWD and DDA for inclusion in “No Parking Roads”.

16.2 Delegation of Enforcement Power to other agencies

Presently, Delhi Traffic Police is mandated to take action against unauthorized parking. In order to achieve the desired results, all stake holders will have to act in concert to deal with this problem.

The problem is widespread, therefore, in addition to Traffic Police the enforcement powers for challaning and to realize fine under M.V. Act, 1988 will be delegated to officers of the Local Bodies and PWD under the provisions of M.V. Act,1988.

The MCDs have enforcement staff but due to their multifarious duties, it is recommended that they should create a dedicated Enforcement Cell to regulate parking in their areas by exercising these powers.
16.3 **Use of Technology**

Majority of traffic Challans are still being done manually and sub-optimal use of CCTV/Cameras is the norm at present. In case of challaning / towing of one illegally parked vehicle, the other vehicle owners immediately flee from the spot. Instead of manually challaning, a recording / photography of illegally parked vehicles should be done through Camera / Video Camera and challans should be sent at the address of the violators. By this method, more illegally parked vehicles can be identified and challaned instead of one or two vehicles at a time. It will prove to be a deterrent as well.

An App should be developed on which the public can send information of illegally parked vehicles/junked vehicles to concerned authorities for better enforcement.

17 **Others**

A large number of residents keep junk vehicles parked on public streets thereby occupying valuable space in Delhi. Heavy parking charges should be prescribed to discourage such misuse of prime space.

17.1 **Incremental Increase in Road Tax**

In order to discourage ownership of multiple cars by one individual, incremental increase in Road Tax will be considered.

Approximate seven lakh vehicles are being registered in a year and the law does not prescribe any limit for purchase of motor vehicles in the name of any person.

The contemporary view considers car as a necessity for work, or to ferry an elderly parent or a child to school. It suggests that fairness lies in keeping car ownership accessible to all.

Till the ownership is limited to requirement, it may remain a necessity but the ownership of multiple cars is broadly a luxury which needs to be discouraged and the next step for that purpose is to tax progressively upwards, the second, third and fourth car.

The department will prepare a policy to disincentivize purchase of multiple ownership of cars in the name of an individual/family and for that purpose incremental increase in road tax shall be proposed. The necessary amendment will be made in the Delhi Motor Vehicle Taxation Act for prescription of incremental road tax and the Government of Delhi is the competent Authority to notify such increase.
18 Summary of Recommendations

18.1 Short Term Recommendations

- The number of taxies on aggregator platforms has increased significantly in recent years without ensuring commensurate availability of parking space for such vehicles. Proof of parking space will be insisted upon before grant of permit to such taxies.

- The parking charges in Delhi are too low which need rationalization.

- Parking may be allowed only on notified roads with parking charges.

- Parking may be allowed in residential areas on payment of parking charges. Higher charges may be levied for parking in residential area during day time.

- Short stay parking should be encouraged.

- Differential parking charges may be levied depending upon the area / demand / density / Peak/ off Peak hours.

- Identification of Roads/ Commercial Streets as “No Parking Roads”.

- Enforcement powers for challaning / impounding of illegally parked vehicles be delegated to officers of Local Bodies PWD also.

- Dedicated Enforcement Cell in MCDs to regulate parking in their areas.

- The illegally parked vehicles in streets can be towed away by Local Bodies since the Traffic Police has multifarious duties.

- Continuous patrolling and use of technology for challaning.

- An App should be developed on which the public can send information of illegally parked vehicles/ junked vehicles to concerned authorities for better implementation of Parking Policy in Delhi.

- The services of local police may be leveraged in supplementing the efforts of MCDs to enforce parking in residential areas.

- The agency which creates parking facility should be responsible for enforcement of parking in that area.

- MCDs should monitor contracts of parking lots with greater efficiency. Strict action may be taken against parking contractors for mis-management and default.
18.2 Medium / Long Term Recommendations

- Some of the vacant plots in developed colonies may be developed as parking lots for the residents on payment basis. DDA/other land owning agencies should consider it.

- In order to discourage ownership of multiple cars by one individual, incremental increase in road tax may be considered.

- The Local Bodies, DDA and DMRC, etc. should emphasize upon desirability of switching over to automated parking systems. It may be started in phases. NDMC may consider such automation in the first instance. RFID tag may be made mandatory on the motor vehicles for automated parking management.

- Introduction of smart card based automated parking and taking away human factor will improve the quality of parking management.

- There should not be public funding for construction of parking lots. The concessionaire model / PPP should be encouraged.

- The parking norms in the city need to be reconsidered. A government school is required to keep as much parking area as prescribed for a private school whereas negligible number of students uses cars to reach school. Similarly, the parking norms for government Hospitals and private Hospitals are same whereas only few patients visiting the government Hospitals use cars to reach Hospital thereby resulting in wastage of public space in government building.

- Park and Ride facilities should be developed.

- Shuttle services may be provided at the parking lots which are far away from markets. Small size shuttle vehicle should be preferred so that users need not wait for longer time.

- Multilevel Parking should be incentivised viz-a-viz surface parking through a price incentivization mechanism.

- The Motor Vehicles Act, 1988 may be amended to suggest a fine of Rs. 2,000/- for illegal parking on any notified road.

- Parking on Footpaths may be strictly prohibited and may be made a cognizable offence.

- A large number of residents keep junk vehicles parked on public streets thereby occupying valuable space in Delhi. Heavy parking charges should be prescribed to discourage such misuse of prime space.

- Exemplary/deterrent action should be taken for violations of contractual terms/conditions.
### 19 Actionables by Various Agencies

**Table 7: Action Area by Various Agencies**

<table>
<thead>
<tr>
<th>Sl.</th>
<th>Actionables</th>
<th>Agency</th>
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<tr>
<td>1</td>
<td>Rationalization of parking charges</td>
<td>• Municipal Corporations of Delhi/NDMC/DDA</td>
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<tr>
<td>2</td>
<td>Parking charges on Residential Streets</td>
<td>• MCDs/NDMC/DDA</td>
</tr>
<tr>
<td>3</td>
<td>Development of Multi Level Parking</td>
<td>• Municipal Corporations of Delhi/NDMC/DDA</td>
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<tr>
<td>4</td>
<td>Strict enforcement action against illegal parking on public streets</td>
<td>• Delhi Traffic Police</td>
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<tr>
<td></td>
<td></td>
<td>• Municipal Corporations of Delhi</td>
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<td></td>
<td>• Transport Department</td>
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<td></td>
<td></td>
<td>• Delhi Development Authority</td>
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<tr>
<td>5</td>
<td>Identification of space for parking of commercial vehicles</td>
<td>• Municipal Corporations of Delhi/NDMC/DDA</td>
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<tr>
<td></td>
<td></td>
<td>• MCDs/NDMC/Traffic Police</td>
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<tr>
<td>6</td>
<td>Delegation of power to officers of Road Owning Agencies to remove encroachment on roads</td>
<td>• MCDs/NDMC</td>
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<td></td>
<td></td>
<td>• Transport Department</td>
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<tr>
<td>7</td>
<td>Creation of automated parking system</td>
<td>• MCDs/NDMC/DDA</td>
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<tr>
<td>8</td>
<td>Parking on footpaths to be made a cognizable offence</td>
<td>• MCDs/NDMC/DDA</td>
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<td>9</td>
<td>Park and Ride facilities</td>
<td>• MCDs/NDMC/DDA</td>
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<td>10</td>
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<td>Amendment in Motor Vehicles Act to increase penalty for illegal parking</td>
<td>• Transport Department</td>
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<td>Registration of commercial vehicles to be linked with the availability of space to park</td>
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<td>14</td>
<td>Incremental increase in road tax to discourage ownership of multiple cars by an individual</td>
<td>• Transport Department</td>
</tr>
<tr>
<td>Sl.</td>
<td>Actionables</td>
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<tr>
<td>15</td>
<td>Notification of no parking on Commercial Streets</td>
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<td>16</td>
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<td>17</td>
<td>Amendment in policy for parking norms in government buildings vis-a-vis private buildings</td>
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<td>18</td>
<td>Development of parking norms to encourage short term parking</td>
<td>• Municipal Corporations of Delhi           &lt;br&gt;• Delhi Development Authority</td>
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<tr>
<td>19</td>
<td>Prioritization of parking of NMVs such as cycles, cycle rickshaws, cycle rickshaw trolleys and other modes of slow moving transport; as well as para transit modes such as autorickshaws</td>
<td>• MCDs/NDMC/DDA</td>
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