9th Urban Mobility India Conference & Expo 2016

Planning Mobility for City's Sustainability

परिसर

PARKING MANAGEMENT SOLUTIONS

Ranjit Gadgil

Cities Today: Mobility Crisis

- Severe congestion
- Conflict between multiple modes
- Average speeds < 10 km/hr in most areas

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Cities Today: Health Crisis

- 300 million people die every year due to the adverse effects of the air we breathe: WHO 2002

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Cities Today: Safety Crisis

- 1000 accidents, 400+ deaths
- Most victims are pedestrians, cyclists, 2-wheeler riders

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About 1.3 million people die each year on the world's roads and between 20 and 50 million sustain non-fatal injuries. Road traffic injuries are the leading cause of death among young people, aged between 15 and 29.

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Cities Today: Quality of life Crisis

- creasing open-
  ces, gardens …

  Cycle, walk at your own risk!!
- Decreasing green cover

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The ‘obvious’ line of thought

- A growing city $\Rightarrow$ rise in vehicle numbers inevitable
- Therefore, city must provide for increased vehicle use through
  - Increasing road space
  - Making parking spaces available
  - Ensuring adequate fuel supply
  - …

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But …

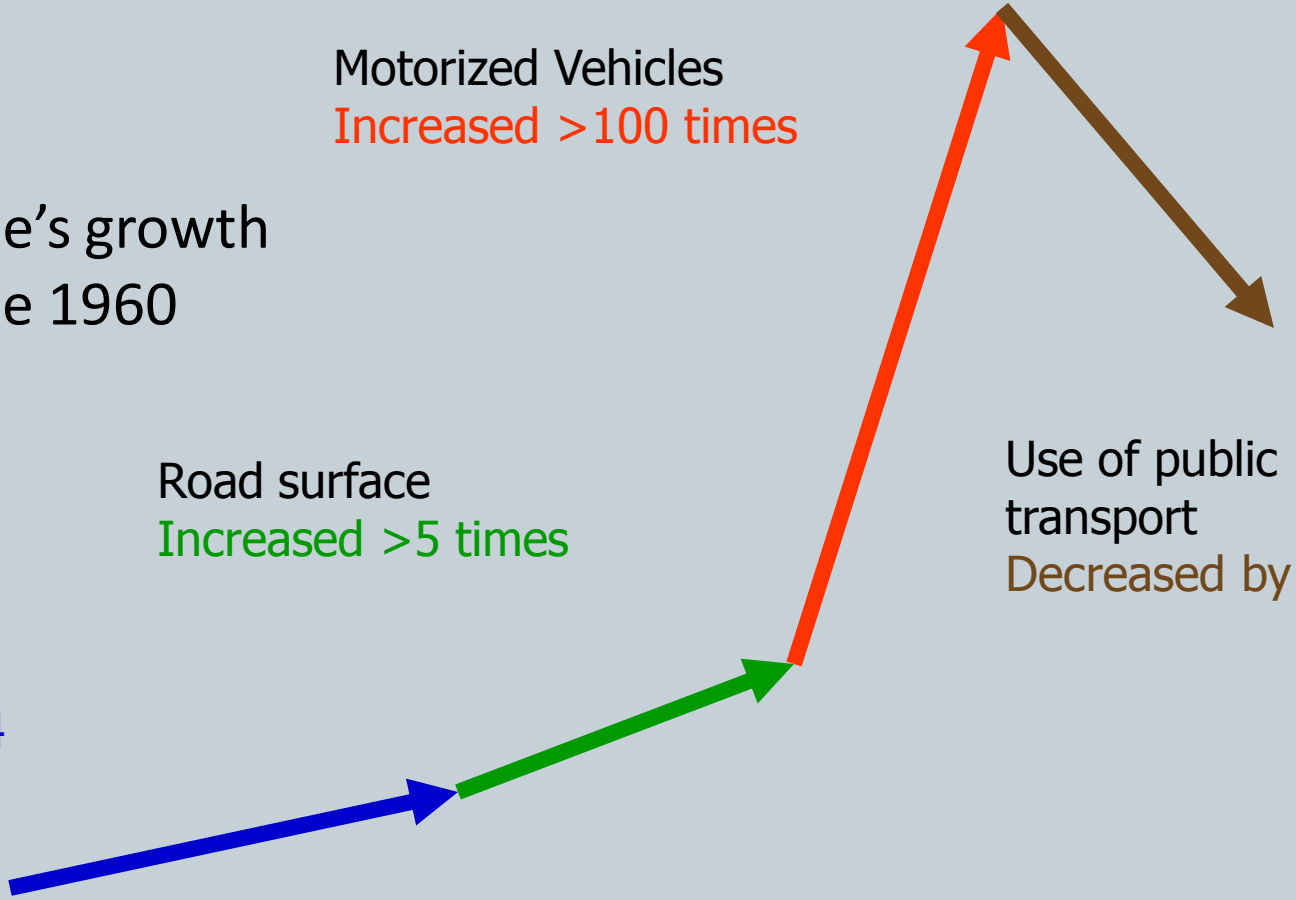
Pune's growth since 1960

Motorized Vehicles
Increased >100 times

Road surface
Increased >5 times

Population
Increased 4 times

Use of public transport
Decreased by 60%



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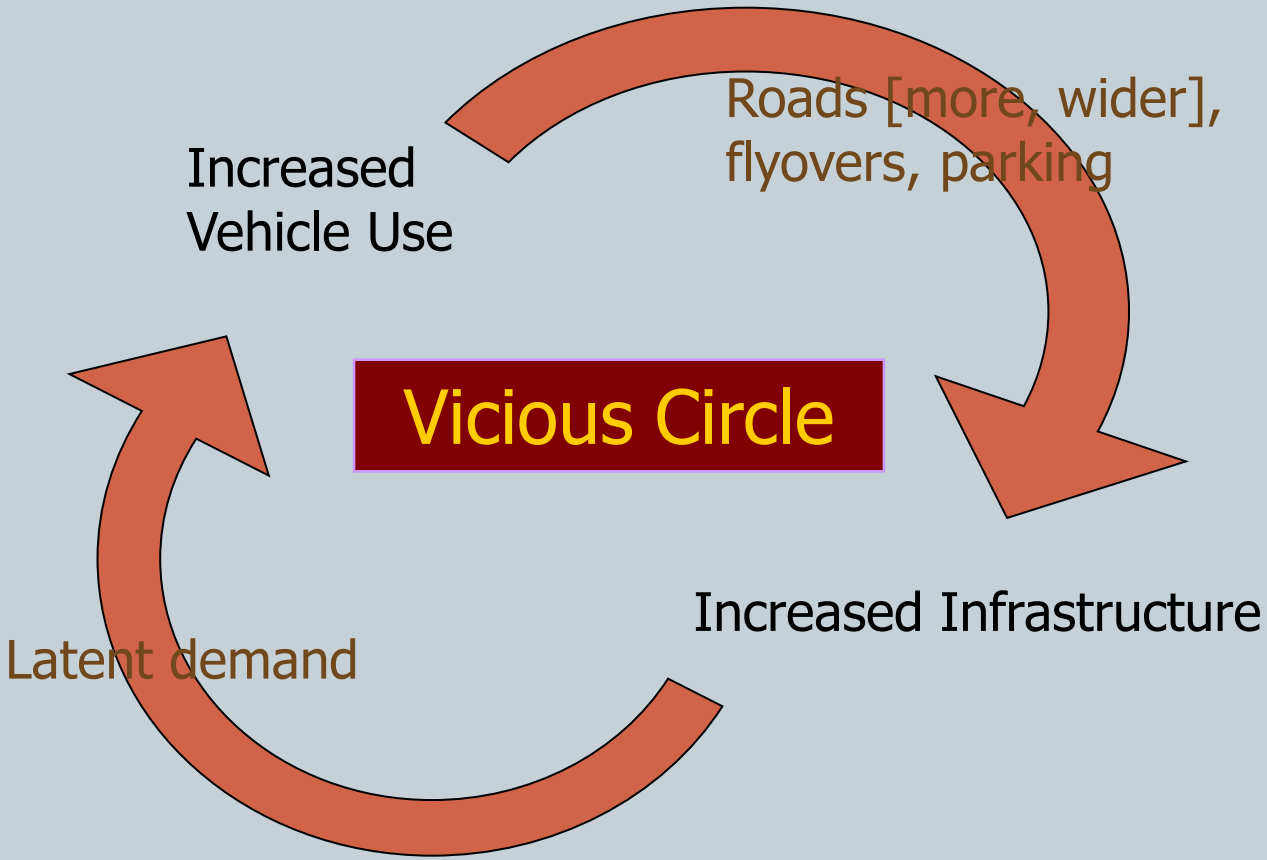
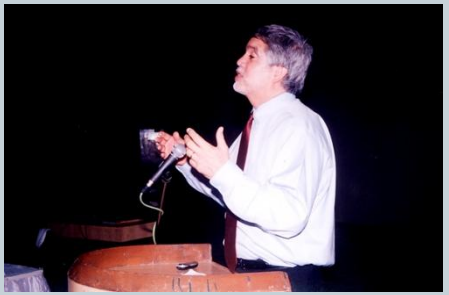
But …



"Trying to solve traffic jams by building more roads is like trying to put out a fire with gasoline"

Enriqué Peñalosa



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Evidence

U.S – Commute time increased 20% in last 20 years

Dubai

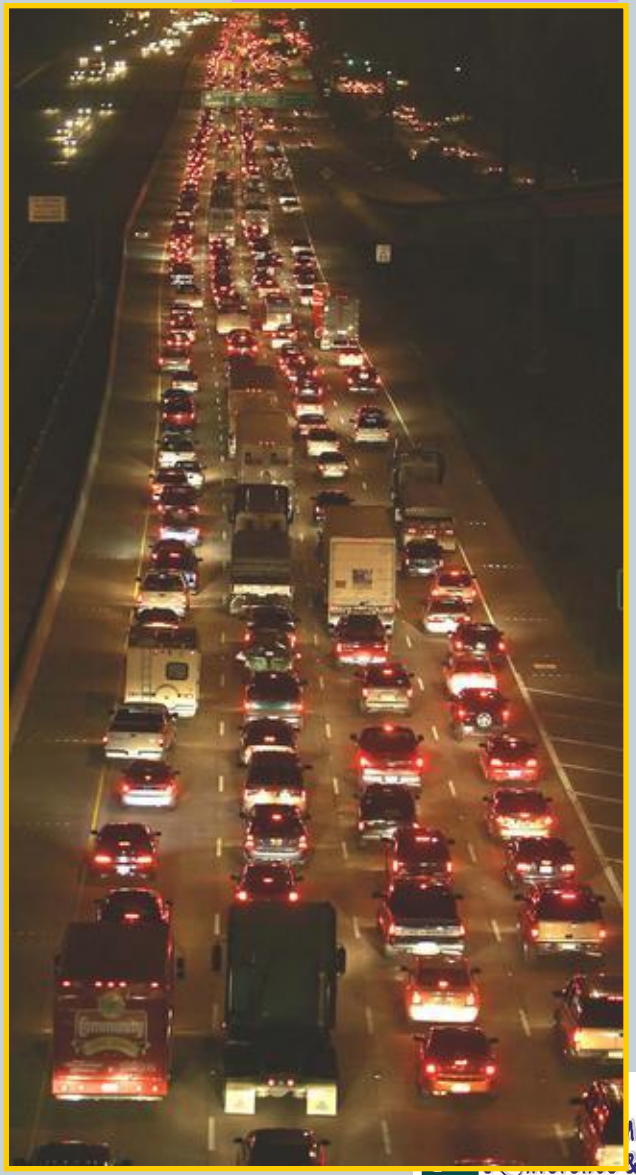
Los Angeles

Evidence

New lane filled up in 5 years.

Bangkok

Houston



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"Corn Cob" buildings

- Chicago

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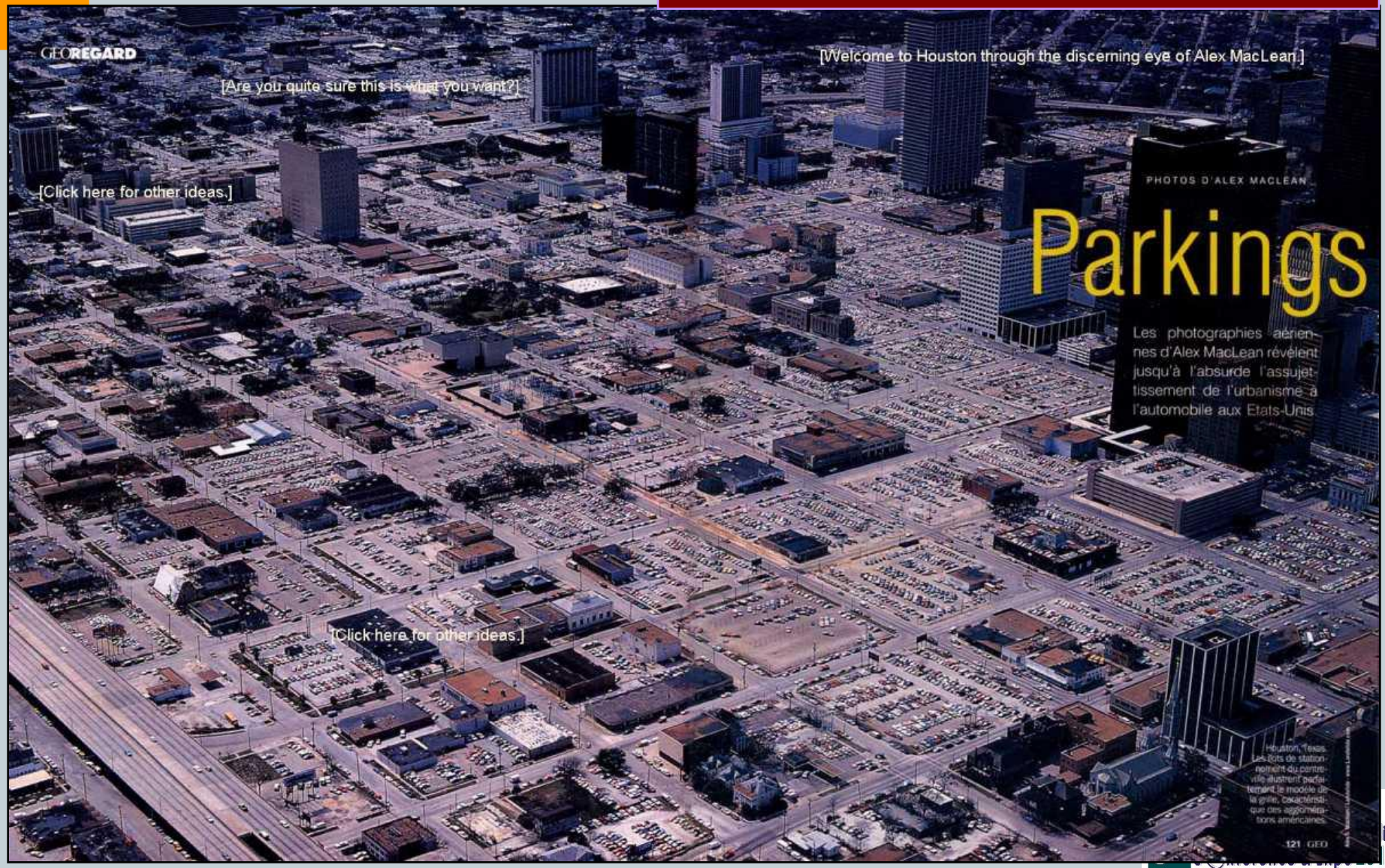
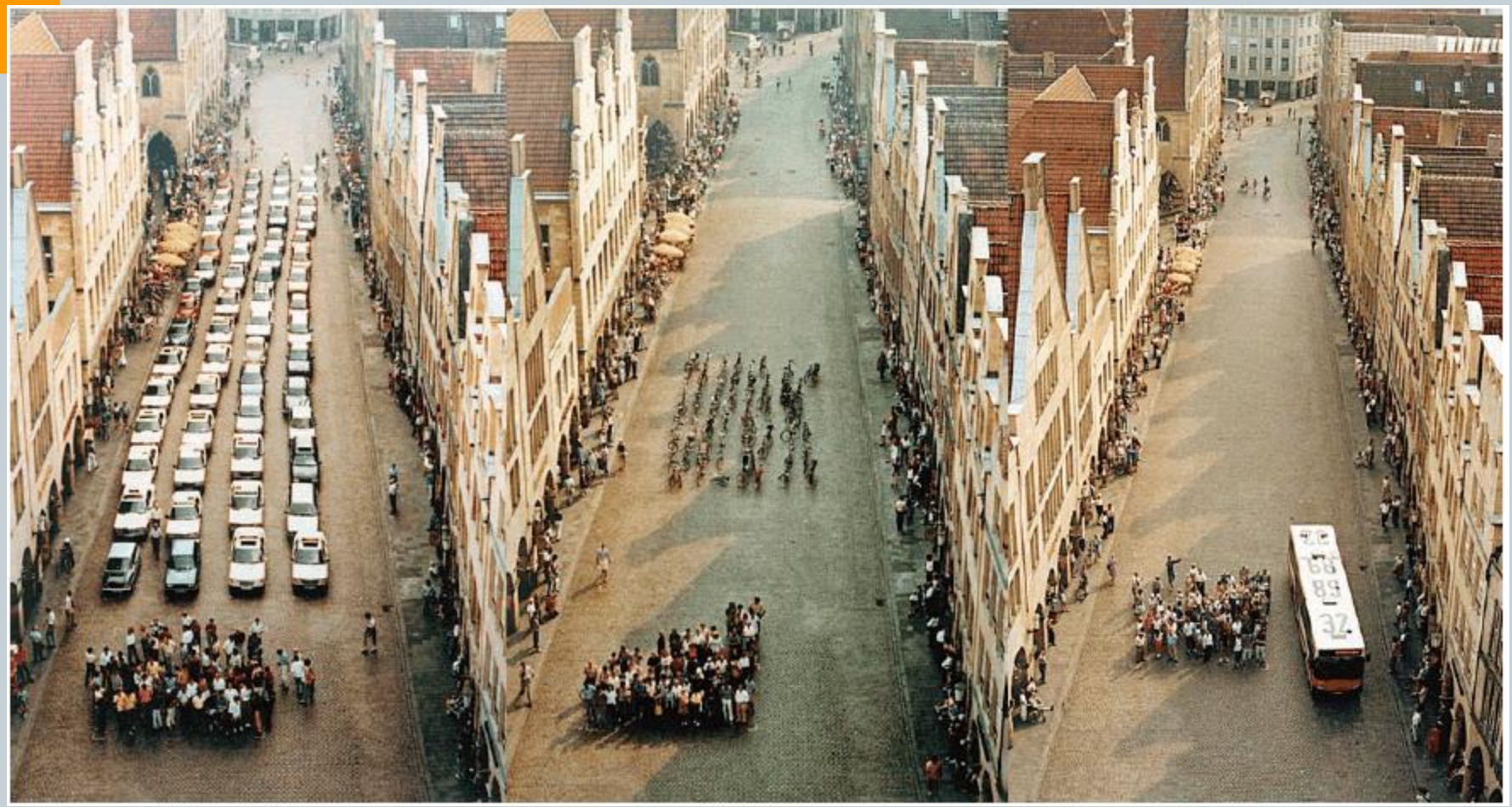
NO STOPPING
NO STANDING
NO PARKING
ANYTIME
TOW AWAY ZONE
SINCE 1877 SMITH & WOLLE

The city becoming a parking lot

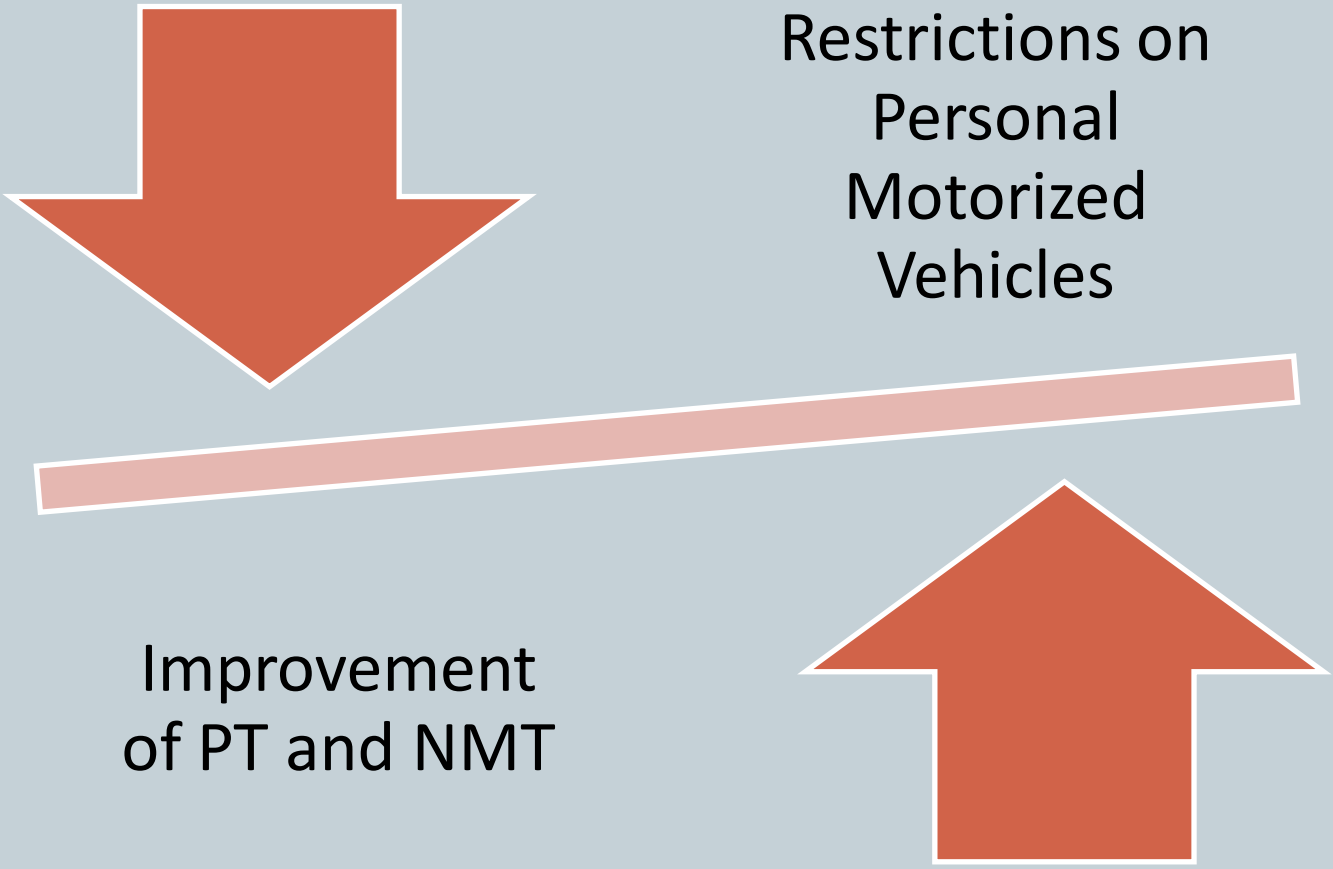


The “mantra” …

Design a city for *people* not for vehicles.



Comprehensive Urban Transport Policy



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Parking Policy

- Discourages the use of personal vehicles and
- Encourages people to explore other options such as PT, walk, cycle, car-pool, IPT

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Current Situation

- Impediment to flow of traffic
- Cruising

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Current Situation

- Encroachment onto footpaths
- Difficult to enforce

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You need a Parking Policy

How do I create more parking spaces ✗

How do we manage parking better ✓

Principles of Parking Policy

No free parking

Dynamic rates

IT enabled

Effective enforcement

Revenue for

- Better parking services
- PT/walk/cycle and local area development (public spaces, safety, aesthetics, greening)

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Implementing the Parking Policy

Public support

Highlight the benefits

- Clearly marked spaces / signages
- Information
- More efficient use of existing parking spaces
- Reduction of impediment to moving traffic
- Reduction of encroachment onto pedestrian spaces
- Revenue for local area improvement
- Reduce conflict
- Protect residential parking from spill over

Technical expertise

Agencies for parking management

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Contracts

Fixed revenue from contracting agency

- Simple
- No need for monitoring
- Don’t get full value
- Can’t change rates once contract issued

Fixed payment to contracting agency

- ULB gets full value
- Needs monitoring (use of technology)
- Immune to rates

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Contracts

- Data --- most valuable!
- Maintenance of facilities - Information / signage
- Technology
- Assistance for enforcement
- Grievance redress – by agency – escalation to ULB

Local Body

Parking Management Cell

- Manage contracts
- Grievance redress
- Technology evaluation
- Rates evaluation
- Spaces / Area determination
- Public Awareness
- Report to Council

Council

- Oversight
- Finalization of Rates

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