



# Public Parking policy 2016

Pune Municipal Corporation



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Photos used in the public parking policy document are used with the courtesy of ITDP, unless otherwise specifically mentioned.

# Background

# 1. Parking Policy's Background

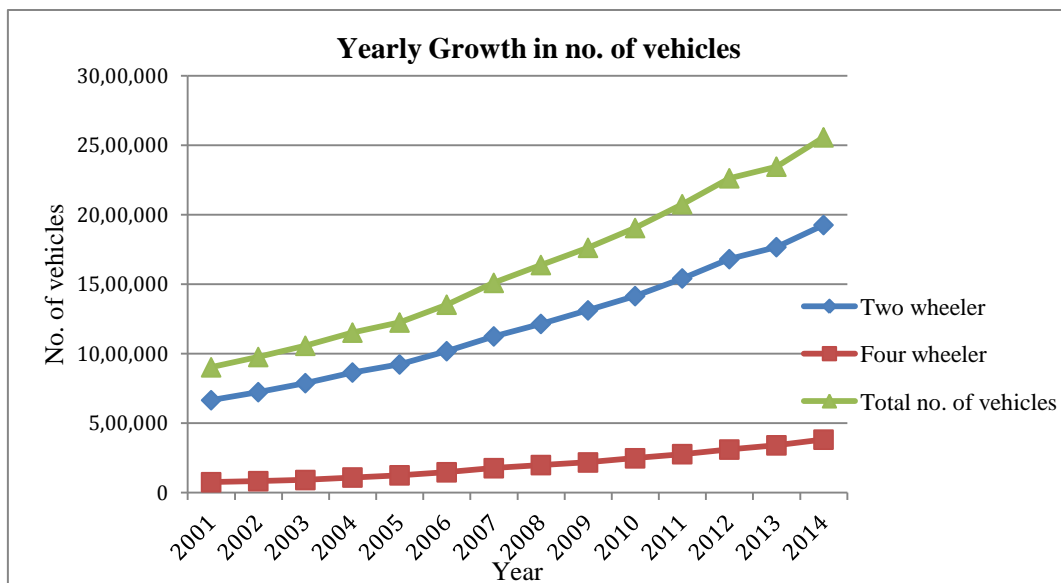
## 1.1 Background

Pune is the seventh largest city in the country and the second largest city in Maharashtra after Mumbai. Referred as 'Detroit of India', the city has experienced a long standing urban tradition: first as an historical centre of pre-colonial urbanism, then as an important military centre during British rule, after independence as a rapidly growing contemporary industrial centre, and today identified as a growing metropolis. Pune, also known as an 'Oxford of India', houses six Universities with about 600 functional higher education centres catering to an estimated 5 lakhs student population. Additionally, Pune is popularly known for its location, pleasant climate, historical importance, vibrant culture and upcoming IT-BT centres.

Urbanization and urban population growth are pointers towards the change in the occupational pattern of the community, from agriculture and allied livelihoods to industrial and other non-agriculture occupations. Pune Municipal Corporation (PMC) jurisdiction extends up to an area of 243.84 sq. km. within 76 wards and a population of 31.15 lakhs in 2011. It is the most preferred destination for many citizens in Maharashtra for job, education, healthcare treatment, real estate investment, and better quality of life. Industries, trade and commerce activities and number of educational centres in Pune attract floating population from all over India into the city. However rapid growth of the city is also attributed to the expansion of information technology (IT) industry in the last decade.

With rising income levels, there is an urge for people to acquire a personal motor vehicle. Pune RTO is registering almost 450-500 new vehicles every day and Pune & Pimpri-Chinchwad RTOs jointly register more than 700 vehicles every day. The two wheelers are growing at the rate of 9% per year and four wheelers are increasing at the rate of 12% per year. If no action is taken, the total number of vehicles in Pune is likely to be doubled merely in next 8 years.

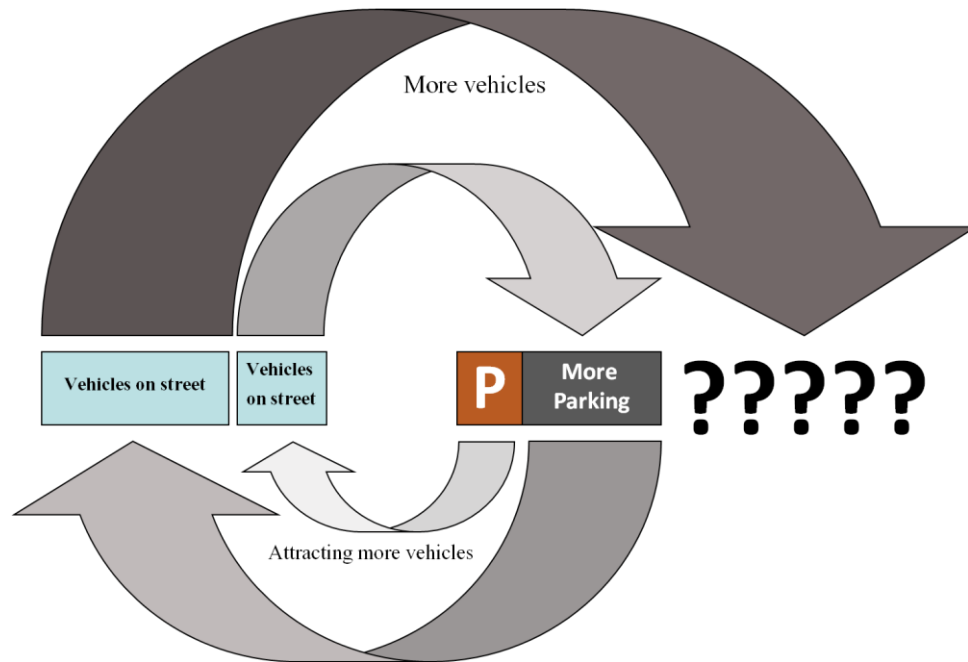
The following graph of Pune vehicle registration data indicates the overall growth of vehicles in the city.



Graphical representation of total number of vehicles in Pune city (Source: RTO, Pune)

The current trend of increasing personal motor vehicle ownership will continue for some time and if we do not act timely, it is unlikely that the trend will slowdown, let alone reverse, in the next few years.

This enormous trend of rising numbers of private vehicles needs to cut down. It is creating pressure on parking spaces and streets and vehicles are getting parked at roadsides, footpaths and similar space in a very haphazard manner. It needs to be understood that even if we keep on creating more and more number of parking spaces, looking at the current rate of growth of vehicles, there is always going to be a huge deficit. Instead, focussed measures need to be taken to reduce the number of private vehicles.

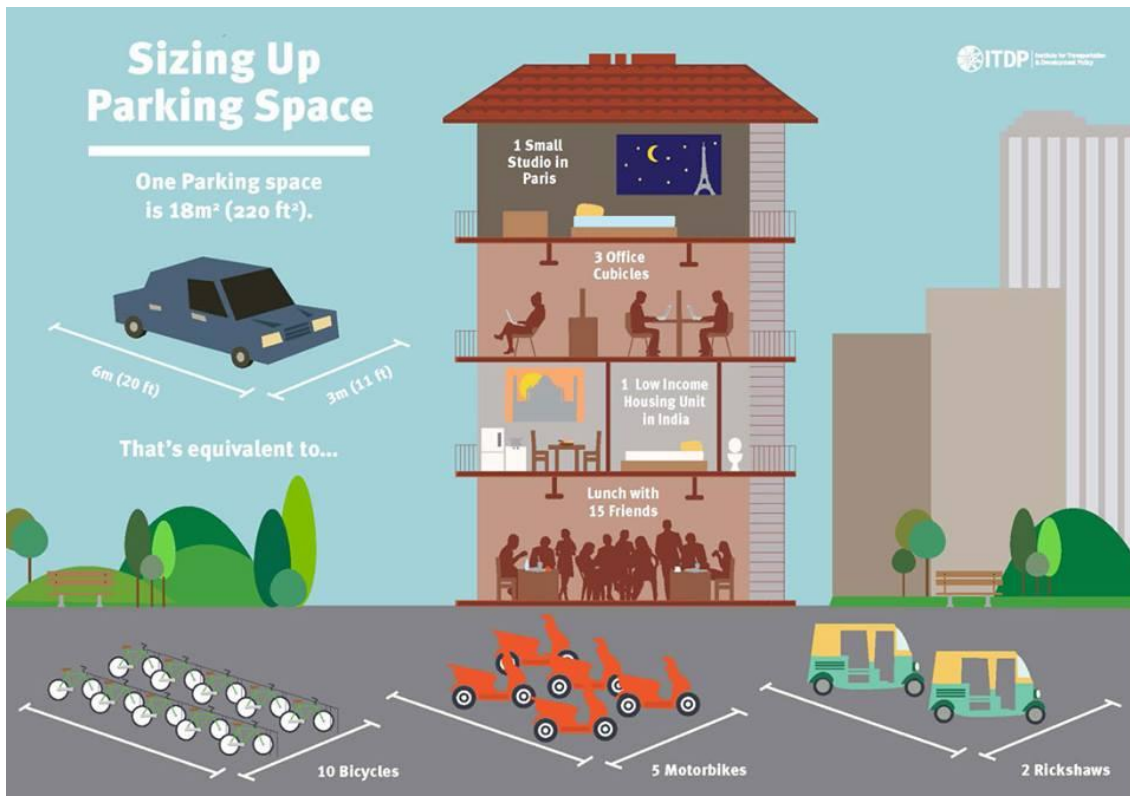


**More Parking supply is a magnet for more vehicles. Abundant parking supply gives rise to more parking demand and the vicious demand-supply cycle goes on.**

Parking is an essential component of the transportation system. A typical vehicle runs for one hour on an average and is parked for 23 hours in a day. It is also important to consider that a typical vehicle usually needs three different parking spaces-one at the owner’s residence, second at owner’s office/business place and third at recreational/entertainment facilities. The rising numbers of vehicles in Pune city are likely to lead to 4.5 lakhs<sup>1</sup> parking spaces every year, and that is simply preposterous to supply. Parking facilities are a major cost to society. As the numbers of vehicles in the city explode, parking becomes a public nuisance, swallowing all available spaces meant for other road users as well as creating a demand for all available open spaces to be turned into parking lots. The mindset that ‘provision of parking is a right’ must be changed. Creation of parking space and land required for that is extremely valuable and no resident has the right to its free use.

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<sup>1</sup> Average estimate calculated from the increase in number of vehicles for last 5 years.



One car parking occupies space equivalent to one affordable housing unit in India. It is important to prioritize people and not cars while supplying parking spaces in the city. (Image Source: ITDP)

## 1.2 Approach to the Parking policy

Pune needs to aim at reducing dependence on private transport and increase the capacity of public transport network to cope with increases in demand. There also needs to be clear-cut and specific targets to reduce traffic levels in a specified period especially in the old city, which is the central business district (CBD) of Pune.

Traffic management and parking policy are closely interlinked and should serve a wider set of environmental, social and economic objectives. The city needs to give high priority to parking control initiatives, which encourage a shift from the use of personal modes of travel, especially the 2-wheeler and cars, to public transport, walking or cycling; and to traffic management programmes, which reduce accidents, congestion, pollution and dependency on personal modes of transportation.

Rather than having a reactive parking policy, one that constantly changes with the ever-increasing numbers of vehicles, the policy itself needs to ensure a reduction in the need for parking and support more strategic planning objectives.

In providing parking spaces, it is important to recognize that the location of such spaces, the car holding capacity and the price at which it is available can contribute in a significant manner in reducing the use of personal vehicles as well as in channelizing the demand for travel towards greater use of public transport. It is therefore necessary to strike a balance between the need to provide parking space and the need to locate it in such a manner as to encourage the use of sustainable modes of transport.

The lack of available parking and the price one has to pay for it are powerful incentives for people to consider alternative modes of transport. Transport choices can be influenced strongly by restrictions on convenient parking at the journey's end.



**No Parking meters**



**Meters**



**Prices Quadrupled**

### **Grosvenor Square in London**

**Effect of pricing the on-street parking (Image source: Transport for London)**

Parking spaces (on-street and off-street) have to be selected so as to have least impact on the flow of traffic. In such cases, parking shall not be available at all locations and people may have to finish their journey on foot or by other modes of transport.

In a city where a large share of trips are to be handled ideally by the public transport system, the intermediate modes of transport (auto rickshaws, taxis etc) become important to fill gaps left by the public transport grid. Currently no space has been allocated to these vehicles and they park or wait for rides on the roads and create major obstruction to traffic. In such cases, valuable parking spaces should be set aside for their use, especially at interchange locations between modes, like at bus terminals (both private and public) and railway stations and a separate study for demand management needs to be done.

The policy thus aims at achieving following-

- Encouraging use of alternative modes of transport and reduce motor vehicle use (thereby reducing traffic congestion, accidents and pollution).
- Ability to accommodate new traffic management concepts and respond to traffic problems.
- Appropriate use of land with promotion of environment friendly measures

Thus, this parking policy is expected to be such that it discourages usage of private modes, encourages efficient use of available parking spaces, aids in evolving a better transportation system, builds a strategy to reduce congestion, pollution, and also helps the public transport system to grow. The policy is expected to help the city in becoming more 'people friendly' than 'vehicle friendly'.

#### 1.2.1 Citizens' cooperation and participation

People's cooperation is essential to install a sense of discipline to obey traffic and parking regulations. The creation of parking infrastructure requires not only funds and technology but also cooperation of

the users i.e. the vehicle owners. Indiscriminate parking in front of their business and personal places in violation of parking norms can defeat any effort. This is a difficult aspect but it can be achieved by involving market associations, residents associations and interest groups who are keen to make their city a good place to live in. New concepts like car free day, congestion taxes, vehicle free zones etc. need to be promoted by such interest groups. Public education, awareness campaigns and public participation programmes shall play an important role in giving this policy a wide recognition.

### 1.2.2 National Urban Transport Policy (NUTP)

Following paragraph explains NUTP's approach towards parking management-

The National Urban Transport Policy recognizes that in a developing economy, ownership of personal vehicles will continue to increase for the next few years. Hence, the Policy does not discourage the ownership of such vehicles but only seeks to discourage daily usage. It recommends interventions that would encourage people to use public transport for their daily commute to work and for education, but for periodic recreational trips with their families; they could use personal motor vehicles. Limiting the availability of parking space and the levy of a high parking fee should be used as a means 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 would go a long way in encouraging the use of sustainable transport systems. Park and ride facilities for bicycle users, with convenient inter-change, would be another useful measure. Simultaneously, a graded scale of parking fee, that recovers the economic cost of the land used in such parking, should be adopted. The objective would be to persuade people to use public transport to reach city centres and constrict the access of personal motor vehicles to such city centres.

### 1.2.3 Comprehensive Mobility Plan for Pune (2008)

Comprehensive Mobility Plan for Pune was prepared as per MoUD guidelines and approved by the General Body as per Resolution no. 81, dated 18/5/2012.

Some of the important recommendations are as follows -

In order to improve the mobility of the corridors and pave way for the public transport corridors, an effective parking management plan that complements the corridor plan is identified. The parking plan in addition to freeing the right of way for the public and non-motorized transport would also act as a demand management tool.

- Travel Demand Management Plan
  - The improved public transportation and associated improvements to the study area would substantially shift the travel patterns of the study area. Results from the travel demand model indicate that after implementing the public transport corridors and the other necessary proposals, public transport share of the trips would increase to approximately 60-65% of the motorized trips.
  - To further increase in public transport modal shares additional demand management interventions are necessary such as:
    - Corridor Densification
    - Limited availability of parking as well as high parking charges
    - Congestion charges
- Parking management plan-
  - Presently most of the roads in Pune city are having free on-street parking. Parking control is important from many considerations including the following:

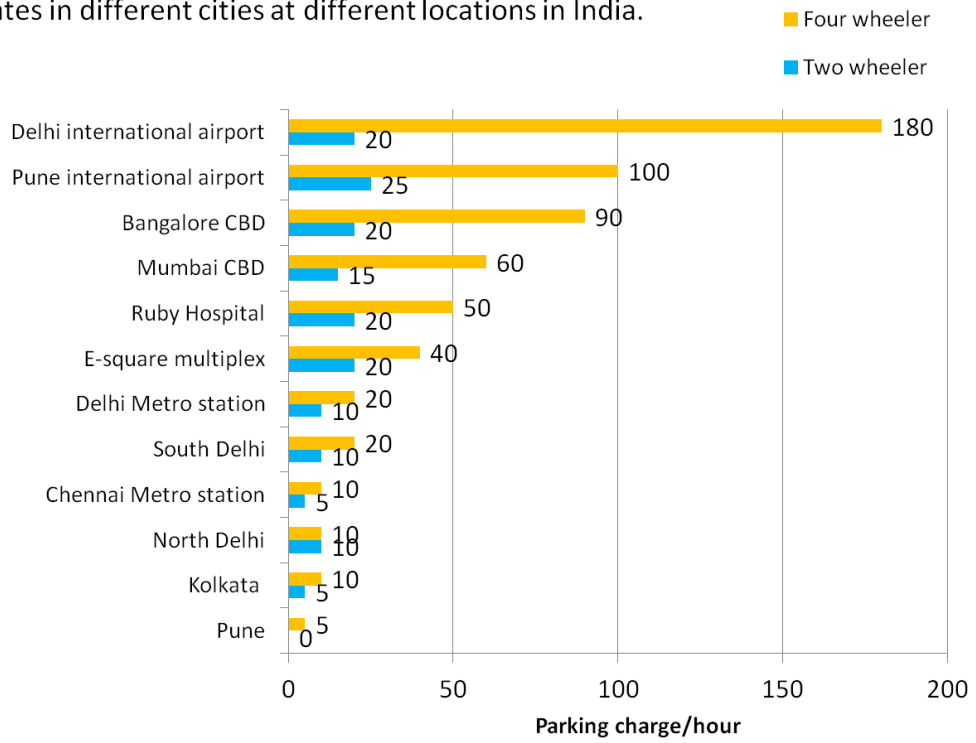
- Control the personalized vehicles plying in the system
  - Potential to augment and facilitate the public transport corridor Ridership
  - Loss in the throughput of the adjacent street due to parking interference
  - Consolidation of the on-street parking
  - Gain/Loss of the business of the commercial uses on the street
  - Revenue generation potential through parking charges
- CMP proposals such as Mobility Corridor Development, Public Transport Corridors and Terminals, etc require that parking be suitably be integrated and managed for their successful implementation.
  - Pricing may be implemented as a Parking Management Strategy (reduce parking problems), Travel Demand Management (TDM) strategy (to reduce vehicle volumes), to recover facility costs or for a combination of these strategies.
  - Pricing and the method must be convenient, transparent and fair. The pricing strategy must be used to improve consumers' transportation Choices. Real time information on parking prices, availability and transportation alternatives must be made.
  - Vehicles should never be allowed to park within 50 meters of a major intersection.
  - In central areas parking should not be permitted on two-way carriageways which are less than about 5.75 meters wide and on one-ways which are less than 4 meters wide.
  - Buses, Commercial vehicles and other vehicles must not be allowed to park on mobility corridors within the city limits for most parts of the day. Where feasible, on-street parking on mobility corridors from congested sections should be shifted to vicinity cross roads.
  - The gap in the public transport share is to be covered by way of Traffic Demand Management measures such as Parking Controls & Fees, Cordon Pricing, Staggered Work Hours, and Taxes etc.
  - Integrate parking with public transit terminals by way of park and ride structures.

### 1.3 Parking charges in different cities in India

Creating parking spaces is expensive and hence different cities all over India have started pricing them. Private parking at airports, hospitals, multiplexes and such other places have always been high-priced and people pay for it. But cities like Delhi, Kolkata, Bangalore, Chennai and Mumbai have started pricing the public parking for its effective management.

In Pune, on street Parking charges for 4-wheelers are Rs 5/- per first hour & for subsequent 10 hours are Rs 15/-. That means the parking charges for 11 hours are Rs 20/-, which are very minimal and two-wheelers are totally exempted from on street parking charges.

Parking rates in different cities at different locations in India.



**Parking charges in different cities at different locations in India**

#### 1.4 Comparison of old and new school of thought for Parking

No	Old parking thought	New parking thought
1)	Parking problems mean inadequate parking supply, Need of ample provision of parking.	There can be many types of parking problems, including inadequate or excessive supply, too low or high prices inadequate user information, and inefficient management.
2)	Abundant parking supply is always desirable.	Too much of parking supply is harmful.
3)	Parking requirements should be applied rigidly without exception or variation.	Parking requirements should reflect each particular situation, and should be applied flexibly.
4)	Parking should generally be provided free, funded indirectly, through rents and taxes.	As much as possible, users should pay directly for parking facilities.
5)	Parking should be available on a first-come basis.	Parking should be regulated to favour higher priority uses and encourage efficiency.
6)	Innovative concepts should only be applied if proven and widely accepted	Innovative concepts for traffic demand management should be applauded and adopted.
7)	Parking management is a last resort, to be applied only if increasing supply is infeasible.	Parking management programs should be widely applied to prevent parking problems.
8)	“Transportation” means driving. Land use dispersion (sprawl) is acceptable or even desirable.	Driving is just one type of transport. Dispersed, automobile dependent land use patterns are undesirable.
9)	Citizens are already paying one time road tax, hence there is no need to pay parking charges, as that has already been taken care of.	Amount of money collected through road tax is expected to be used for development of complete streets. But the land used for parking-both on street and off street is expensive and scarce and cannot be made available free of cost.
10)	Parking management should only be implemented after city implements all modes of sustainable transport initiatives.	Parking management is a tool of travel demand management. It complements sustainable transport initiatives and hence should be implemented in a parallel manner.
11)	Multi-storey parking is usually granted by enabling/increasing the permissible FSI. This increased FSI is then given for commercial development to the landowner, either at the same location or	If commercial development is allowed at the same location, this commercial use itself generates a need for extra parking, thus the projected solution for providing space for parking is never achieved. This has already

	as a TDR.	<p>been experienced in Mumbai.</p> <p>Hence, development of 'parking-only' structures is more appropriate and commercial development in parking structures should not be permitted.</p>
12)	Multi storey parking blocks can meet the parking demand and solve parking issues.	Multi-storey parking should be complemented by limited, time-slotted on-street parking and higher rates. Without imposing these measures, multi-storey parking will fail to reduce congestion on the streets and will be a futile exercise.

## 2. Legal Provisions with respect to Parking

### 2.1 Maharashtra Municipal Corporation Act, 1949

#### 2.1.1 Section 243, A

Provision for Parking or halting places or lots and fees or charges therefore.

- The Commissioner may, in consultation with the Commissioner of Police, or where there is no commissioner of police, the police officer who ranks the highest in the hierarchy of police officers in the corporation area, from time to time, earmark such places as he thinks fit to be the parking or halting places or lots for the vehicles on any part of street or public place.
- The Commissioner may charge such fee or charges from any person for the use of such place or lot by him for parking or halting a vehicle, for each day or part thereof, subject to such terms and conditions as the Commissioner may think fit, with the approval of the corporation.

#### 2.1.2 Section 208

Power to prohibit use of public streets for certain kinds of traffic.

It shall be lawful for the commissioner with the sanction of the Corporation to-

- Prohibit vehicular traffic in any particular public street vesting in the corporation so as to prevent danger, obstruction or inconvenience to the public by fixing up posts at both ends of such street or portion of such street
- Prohibit in respect of all public streets, or particular public streets, the transit of any vehicle of such form, construction, weight or size or laden with such heavy or unwieldy objects as may be deemed likely to cause injury or others roadways or any construction thereon, or risk or obstruction to other vehicles to pedestrians along or over such street or streets, except under condition as to time, mode of traction or locomotion, use of appliances for protection of roadway, number of lights and assistants, and other general precautions and the payment of special charges as Congestion tax may be specified by the commissioner generally or specially in each case.
- Notices of such prohibitions as are imposed under sub-section (1) shall be posted up in conspicuous places at near both ends of the public streets or portions thereof to which they relate, unless such prohibitions apply generally to all public streets.

### 2.2 The Motor Vehicle Act, 1988:

#### 2.2.1 Section 117

Parking Place and Halting stations

The State Government or any authority authorised 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 State Government service State Government vehicles may stop for a longer time that is necessary for taking up and setting down of passengers.

#### 2.2.2 Section 122

Leaving vehicle in dangerous position

No person in charge of a motor vehicle shall cause or allow the vehicle to be abandoned or to remain at rest on any public place in such a position or in such a condition or in each circumstances as to cause or likely to cause danger, obstruction or undue inconvenience to other users of the public place or to the passengers.

### 2.2.3 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 authorised 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 authorised by police officer having jurisdiction.
- Where the vehicle is authorised 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.

## 2.3 Maharashtra Motor Vehicle Act, 1989

### 2.3.1 Chapter VIII, Control of traffic, Rule 222 Vehicle abandoned on road

- If any motor vehicle is allowed to stand in any place, other than a duly appointed parking place, in such a way as to cause obstruction to traffic or danger to any person, any police officer, or an officer of the motor vehicle department not below the rank of assistant inspector of motor vehicles may-
  - Forthwith cause the vehicle to be moved under its own power or otherwise to the nearest place where the vehicle shall not cause undue obstruction to traffic or danger;
    - Unless it is moved to a position where it shall not cause obstruction or danger, take all reasonable precautions to indicated the presence of the vehicle; detain the vehicle if parked in no parking zone, by applying wheel clamps in order to initiate legal proceedings; and
    - If the vehicle has been stationary in one place for a continuous period of ten hours and adequate steps have not been taken for its repairs or removal by the owner or his representative, remove the vehicle and its contents to the nearest place of safe custody.
    - If a motor vehicle has been stationary in a duly appointed parking place for a period exceeding that specified by an authority competent in this behalf, in respect of the said place or, if no such periods has been specified, for a period exceeding six hours, any police officer may remove the vehicle in the nearest place of safe custody.
- Notwithstanding any fine or penalty which may be imposed upon any person upon conviction for the contravention of the provisions of section 122 or of any regulation made by a competent authority in relation to the use of duly appointed parking place, the owner of the motor vehicle or his heirs or assigners shall be liable to make any reasonable expense incurred by any police officer in connection with the moving, lighting, watching, or removal of a vehicle or its contents in accordance with sub-rule (1) and (2) and any police officer, or any person into whose custody the vehicle has been entrusted by any police officer, shall be

entitled to detain the vehicle until he has received payment accordingly and shall upon receiving such payment, give receipt to the person making the payment.

#### **2.4 Maharashtra act XIII of 1992<sup>2</sup>**

Most of the large cities in Maharashtra are facing shortage of parking places for vehicles in central business districts. Parking of vehicles on streets adds to the traffic congestion. In order to reduce traffic congestion, it is necessary to provide parking places for vehicles. This objective can be met by respective Municipal Corporation by developing suitable parking lots. Simultaneously, it is also necessary to provide the municipal corporation with means to meet the expenditure for providing parking facilities. Necessary provisions in this regard have already been made in the Bombay Municipal Corporation Act, and the Bombay municipal corporation is successfully implementing the 'Pay and park' system. In order to reduce traffic congestions in the other municipal corporation areas, it has now been decided to empower a municipal corporation constituted under the provisions of the Bombay provincial municipal corporation Act, 1949 to introduce and implement such 'Pay and park system' by making necessary provisions in the Bombay provincial municipal corporation Act, 1949 and the city of Nagpur corporation Act, 1948.

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<sup>2</sup> Statement of objects and reasons, Maharashtra act XIII of 1992, M.G.G, Pt. V, 30 April, 1992. P, 304

# Public parking policy for Pune Municipal Corporation jurisdiction

## 3. Public Parking policy For Pune Municipal Corporation

### 3.1 Vision of public parking policy

The Pune Municipal Corporation is committed to the efficient operations of all aspects of parking management, maintenance, availability, integrating with other modes, traffic safety, and enforcement, for creating better environment in the city while encouraging the citizens to use public transport and discouraging use of private vehicles.

### 3.2 Guiding principles of public parking policy

The public parking strategy for Pune municipal corporation has following principals at its centre-

- Objectives in CMP, 2008
  - Objectives mentioned in comprehensive mobility plan of Pune that is prepared as per MoUD guidelines and accepted by general body of PMC (Resolution no. 81, dated 18/5/2012).
- Movement of people and not vehicles
  - Public streets are for moving people and not only vehicles. Likewise road side space is also not meant only for vehicle parking but is needed for several other important purposes like footpaths, cycle tracks, bus stops, signage, streetlights, trees, utilities etc. Hence road side space cannot be allocated for vehicle parking everywhere. Vehicle parking spaces can only be provided wherever possible after considering other higher priority demands.
- Last mile Connectivity
  - Provisions of parking for bicycles and intermediate modes of transport (3-wheelers, taxis, six seaters etc.) at interchange locations between modes, particularly at bus terminals (both private and public) and railway stations.
- Mode shift
  - Reducing use of personal modes of transport (especially 2-wheelers and cars) and consequently the demand of parking spaces; both on-street and off-street.
  - Encouraging use of sustainable transportation modes/systems such as walking, cycling and public transport and supporting investments in these modes by using public parking policy as a travel demand management tool and thereby reducing green house gas emissions.
- Rationalization of parking spaces
  - Rationalization of available parking spaces, both on street and off street.
- Pricing
  - Ensuring that parking space is effectively managed by both time and price, to meet traffic and transport objectives.
  - Pricing the parking for more efficient use of parking facilities, thereby ensuring that the parking is available for intended users, reducing the total parking requirements, providing the required cost of maintaining the parking and associated facilities.
- Parking planning and management
  - Deciding parking rates with the aim of establishing quick and efficient parking management system instead of aiming to generate more revenues and hence avoiding concessions for longer duration of parking and such other things.

- Planning for parking locations, especially in heavy commercial areas where stopping, parking, loading and unloading would not cause traffic or safety problems.
- Banning parking for vehicles at locations or streets where stopping or parking would be dangerous or would impede traffic flow at any time, such as roads in the congested area of city.
- Exploring the possibility of vehicle-free zones, particularly on busy shopping streets in the CBD with certain exemptions in such zones to ambulances, cranes, public transport and the like.
- Pricing on street parking higher than the nearby off street parking to make off street parking structure commercially viable.

### 3.3 Objectives of public parking policy

- Achieving 80% of motorised trips by public transport by year 2031 as mentioned in comprehensive mobility plan of Pune, 2008 by encouraging use of public transport using public parking policy as a travel demand management tool.
- Achieving at least 50% reduction in total vehicle kilometer travelled (VKT)<sup>3</sup> in Pune by year 2031 by creating effective parking management system.
- Transforming at least 10% on street parking spaces to public open spaces or NMT infrastructure by rationalisation of parking spaces in the initial year of policy implementation.

### 3.4 Definitions

- **On street parking:** Parking at a location on the right-of-way, formal or informal.
- **Off street parking:** Parking at a location not on the street, such as an open or covered plot, or on any level of a built structure.
- **Parking Districts:** Divisions in the city for administering parking regulations and management purpose. It is recommended that there shall be a single parking operator for parking management of a particular parking district in order to avoid unhealthy competition.
- **Parking zones/area:** Parts of the entire city based on land use activities and traffic for the purpose of deciding parking rates. One parking district can have multiple zones in it.
- **Parking lot:** A demarcated space for parking single vehicle.
- **CBD:** Central business district; core city of Pune
- **Mobility corridors:** Streets defined as mobility corridors by Comprehensive mobility plan of Pune, 2008

### 3.5 Parking demand management

- For parking management purposes, the entire city shall be divided into three zones based on the level of congestion-
  - Zone A- Central business district area(CBD)
  - Zone B- Mobility corridors
  - Zone C- Rest of the city
- Zone A and B which are well connected by public transport shall have restricted parking availability and higher parking charges, with highest charges for zone A. Those who would still like to use their personal motor vehicles would need to pay the full value of the parking space they occupy.

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<sup>3</sup> Motorised vehicles

- All efforts shall be made to provide good public transport connectivity for areas in zone C that are presently not adequately served by public transport within the city. This shall be a means to encourage people to use public transport for their daily commute to work rather than using personal motor vehicles.
- The parking charges shall be reflective of rentals of the zone, parking demand and Equivalent car space (ECS) of the vehicle.
- Entry for freight vehicles shall be allowed for off-loading their goods only at night or in the early morning hours.
- Cycles and all types of school buses shall be exempted from parking charges..
- Pickup points and convenient parking for paratransit<sup>4</sup> shall be provided within the city.
- **Parking near hospitals and other medical establishments**
  - Visitors/patients may not be able to use public transport while going to hospitals or such medical establishments. Thus pick up and drop off points near all hospitals and other medical establishments shall be created for their convenience.
  - Some on street parking lots near hospitals and such medical establishments shall be reserved for patients and their relatives. It shall be made sure that such lots get vacant after every **one hour** to make these lots available for other patients or their relatives. These lots shall be chargeable as per the parking rates of that particular zone.
- **Parking near special areas**
  - While planning and designing parking facilities (both on street and off-street) close to heritage sites or sites of Archaeological importance or Architectural importance, due consideration shall be given to the possible visual and aesthetic issues and suitable protective measures shall be provided.
- **Parking at Railway stations, bus stations and PMPML bus terminals**
  - Based on the demand, Commuter parking shall be provided at these locations to facilitate the commuters.
  - Development of parking facilities at PMPML terminals may be encouraged, but such facility shall only be available to daily users of PMPML. Other vehicle owners shall not be allowed to park their vehicles in these facilities. PMC may give concession in parking charges to such PMPML commuters.

### 3.6 Implementation, enforcement and management of public parking policy

#### 3.6.1 *Parking Districts:*

PMC shall subdivide the city into multiple parking districts. A parking district shall be the main unit for administering parking regulations and management. Each parking district shall comprise the entire street network — including streets with no parking and paid parking, as well as off-street parking in the vicinity. The management of on-street as well as off-street parking in any particular district shall be managed by a single operator.

Such parking districts in different parts of the city may have different parking charges, different rules and regulations. A parking district may have one or more zones in it, for eg. Some part of CBD, some part of mobility corridor, some residential area etc. Boundaries of each parking district and variation in parking charges, if any, shall be decided after detailed study.

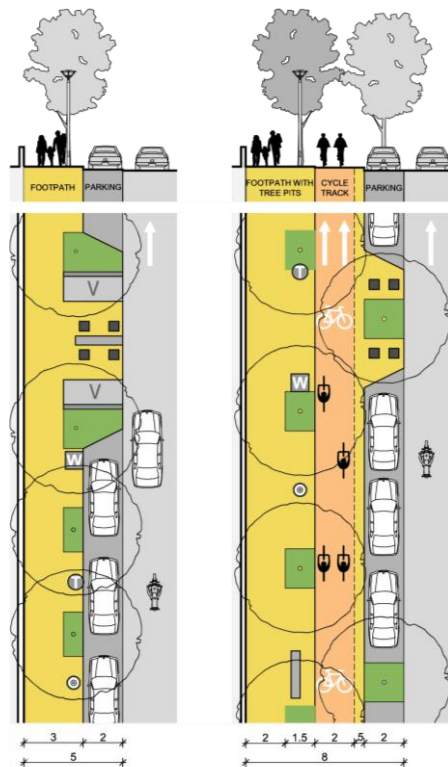
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<sup>4</sup> Auto –rickshaws, Taxis, six-seaters used as intermediate transport etc.

For more clarification, see **Error! Reference source not found.**

### 3.6.2 On street parking management

- The safety and efficiency of the road shall be maintained through effective on street parking restrictions and management options.
- On street parking spaces shall be designed as per IRC:SP:12:2015.
- Carrying capacity of the road shall be taken into consideration while allotting on street parking spaces.
- Care shall be taken to eliminate the conflicts between pedestrians, cyclists and vehicles while planning for on street parking spaces.
- As a part of long term strategy, options such as restricting parking at all times on all mobility corridors shall be explored.
- While designing streets, priority shall be given to the movement of pedestrians<sup>5</sup>, cyclists, public transport, public spaces and then motor vehicles. Parking can be accommodated in the remaining street space. However, opinion of traffic police and local stakeholders shall be necessary while designating parking spaces.

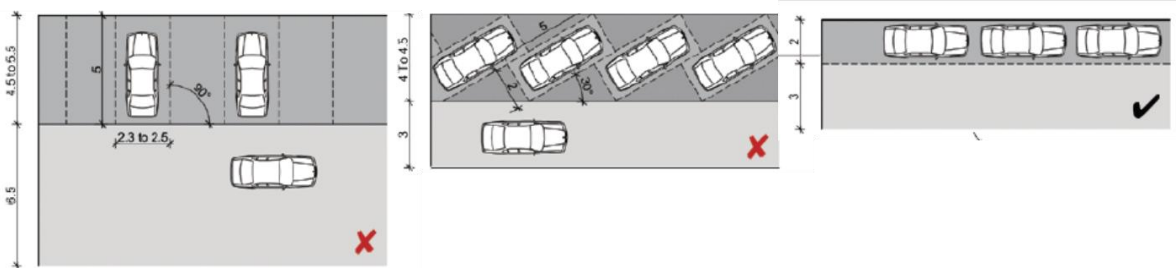


**Bulbouts between parking areas provide space for street furniture and vending. Cycle tracks next to parking lanes require a 0.5 m buffer so that car doors do not open over the cycle track.**

- Areas up to 50 m from intersections on all arms and other critical locations shall be kept free from parking and other encroachments.
- Parking shall be prohibited up to 3 metres on both sides of pedestrian crossings with appropriate road markings showing boundary of parking lots and 'No parking zone'.

<sup>5</sup> IRC 103:2012 compliant footpaths shall be mandatory to facilitate pedestrian movement.

- Parking and halting (including auto rickshaws) shall be prohibited up to 20 metres prior to the bus stop and 15 metres after the bus stop.
- Parking shall be prohibited up to 10 metres on both sides of entrance and exit gates of fire stations, electric supply sub-stations and hospitals.
- Lots for bicycle parking shall be provided in the on street parking lots at suitable locations as recommended in Bicycle plan for Pune.
- Any type of commercial activity or vehicles indulging in commercial activity shall not be permitted in designated parking lots.
- Parallel parking configuration shall be adopted for all three-wheeled and four-wheeled vehicles including motor cars, light commercial vehicles (LCV), buses and trucks. Perpendicular parking configuration shall be adopted for motorised two wheelers as well as bicycles. Only single lane parking shall be allowed for any on street parking lots.



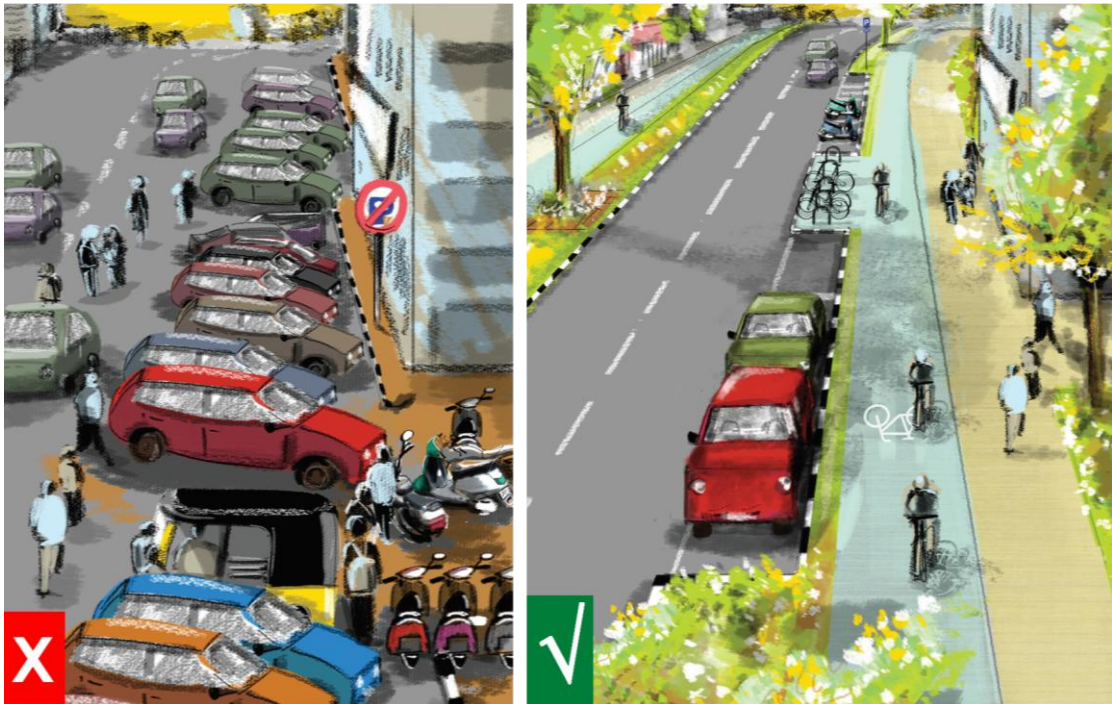
Parallel parking for cars is the most efficient parking layout in terms of the number of vehicles relative to the area occupied. The same parking lane can be used as perpendicular parking for two-wheelers.

- Some parts of the city shall be declared as ‘No parking zones’ in consultation with traffic police.
- In all ‘no parking’ zones, only boarding-alighting shall be permitted (i.e. one minute only). Halting of vehicle for more than one minute in ‘No parking’ zone with driver sitting in the vehicle shall not be permitted and shall be treated as violation of ‘No parking’ regulation. Stopping the vehicles at bus stops and on turnings, even for boarding-alighting purposes shall not be permitted. Parking charges shall apply to a halting vehicle with a driver sitting inside it in dedicated parking lots.
- Parking spaces in the ratio of 1:20 four wheeler parking spaces shall be reserved for specially abled persons which shall be free of parking charges and which shall not be used by anyone other than such persons. ID cards shall be distributed by Municipal Corporation to such persons on demand. Reserved parking spaces for specially abled persons shall be designed according to IRC:SP:12:2015.



Parking requirements and signage for specially abled person's parking  
(Image source: IRC: SP: 12-2015)

- Any large-scale new development shall be mandated to submit an impact Statement, clearly setting out the locations and impact of parking of construction related heavy vehicles on traffic movement of the concerned road.
- In case of any temporary construction or stall/*mandap* allowed by municipal commissioner which fully or partly blocks the footpath, the on street parking shall be temporarily removed in that stretch in order to ensure space for pedestrians to safely pass with the use of barricades or temporary measures.



Define parking lots for vehicles only after providing ample space for footpaths, cyclists, trees and street vending.

### 3.6.3 Provision for off street parking structures

- Private sector's investment shall be encouraged for creating multi story parking structures. Cost of land, construction of built space, operation and maintenance shall be recovered from the users using such facility. PMC shall not give any form of subsidy for development of such parking structures.
- The capacity of off street parking block shall be dependent on the carrying capacity of the adjoining street and not on FSI permissibility or availability of built up space.
- Design of multi storey parking spaces and standards
  - Off street parking spaces shall be designed to comply with design standards, including dimensional and circulation requirements. IRC:SP:12:2015, NBCC, BSI standards shall be adopted.
  - Multi Storey parking structure shall have proper access road and separate entry and exit ramps for vehicle movement to all floors.
  - Staircase and lift shall be provided for occupants of parked vehicles to reach desired floors.
  - Separate segregated lane for queuing of vehicles shall be provided at entry point of public parking lot ensuring that waiting vehicles do not cause any hindrance to smooth traffic movement on the road as well as pedestrian movement at the road side.

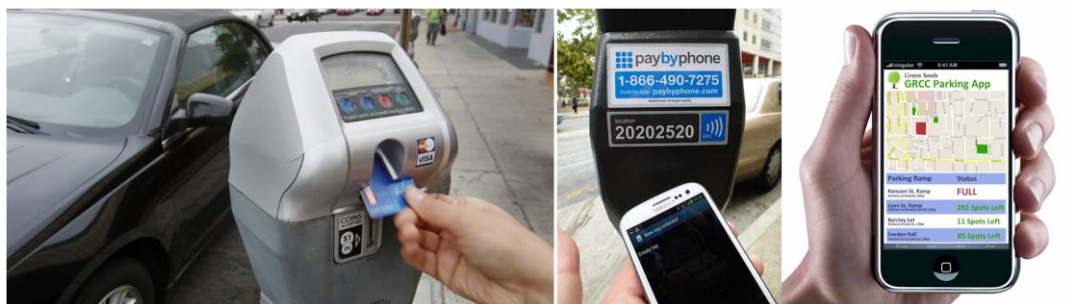
- Adequate provision for bicycle parking shall be made in public parking lots on ground floor.

### 3.6.4 *Technology for on street and off street parking*

- PMC shall have an integrated parking management system that shall incorporate the appropriate technology to meet the objectives of the policy which will-
  - be able to assess parking demand,
  - reduce parking violations with the help of parking meters and such smart technologies,
  - make it easy to pay through mobile payment, e-wallet payment, debit/credit card payment etc,
  - be able to manage differential rates,
  - be able to convey the availability of parking lots in a particular area, with the help of parking app or equivalent to reduce the time people spend searching for parking spaces, thereby reducing VKT and fuel consumption.



Use of parking meters for effective parking management (Image Source: [dailytelegraph.uk](http://dailytelegraph.uk))



Easy payment through mobile, debit/credit card, parking app (Image source: [wbsm.com](http://wbsm.com))

- This policy also recognizes that the following management techniques are available for providing parking spaces-
  - At-grade manual parking
  - At-grade automated parking
  - Parking structure with manual parking spaces

- Parking structure with semi-automatic parking spaces
- Parking structure with fully-automatic parking spaces
- Each of the above parking management techniques is vastly different from the other in terms of the capacity that it can offer on a specified area of land and in terms of the cost of providing such space. While at-grade parking is the easiest and cheapest to provide, it also provides the least capacity. Multi-storied manual, semi-automatic and fully-automatic parking complexes provide increasing levels of capacity in that order, but are also more expensive in the same order. Time required to park and retrieve a vehicle is different for different parking structures, at grade parking being the fastest of them.
- Accordingly, parking management techniques shall be carefully chosen to make the best use of the land available.
- No single technique can be taken as a standard across the city and the requirements shall vary from location to location, based on parking needs, availability of land and funds. The decision of using a particular technique at a particular location shall be taken after detailed study.

### 3.6.5 *Parking Pricing*

Parking charges shall be based on following-

- Base parking rate- Base parking rate shall be based on vehicle size and the amount of space it occupies (ECS of vehicle). If a vehicle depending on its size occupies more than one parking lot, it shall be liable to pay parking charges of the total number of parking lots it occupies.
- Parking charges shall vary in different zones of the city. Parking charges shall be directly proportional to the parking demand.
- Duration of parking- Short term parking shall be encouraged in order to have high turnover. Parking charges shall increase every hour by 100%.
- Time and day of parking-
  - Parking charges may vary on peak hours and off-peak hours.
  - Parking charges may vary on weekdays and weekends (Saturday-Sunday) as weekends draw more vehicles in commercial, entertainment and such other areas.
  - Night parking charges may be kept at discounted rates.
  - But, decisions for the above notions shall be taken only after studying real-time data in details.
- Location and area of parking (for both on street and off street)-
  - On street parking shall have higher parking charges than off street parking
  - On street and off street parking management in any particular parking district shall be given to a single private operator.



Expensive multilevel parking structures shall remain empty if on street parking in the vicinity is free of cost. It is essential to charge on street parking for efficient use of off street parking structures

- All types of parking may include use of prepaid smart cards, which may directly be linked to the person's bank account or mobile number.

Sign up for a parking account with mobile number and vehicle registration details.



Recharge using a credit card, net banking, or parking coupons bought from stores.



Use this account to manage all parking payments.



Before a trip, find streets or lots with vacant slots and applicable rates.



Creating parking account for easy payment and using parking app to find out availability of parking lots.

### **A. *Parking fee exemptions***

The following types of vehicles shall be exempt from parking charges when parked in designated lots during certain periods.

- Passenger auto rickshaws and such paratransit when parked in designated lots meant for their parking.
- Ambulances
- Vehicles of specially-abled people
- Bicycles parking shall be free of charge at all times.
- All types of PMPML buses

#### **3.6.6 *Organizational structure for the implementation of parking policy***

Successful implementation of parking management system will involve cooperation between multiple stakeholders (such as urban local bodies, traffic police, planning agencies, operators and others) at different stages of implementation. To manage all aspects of parking in Pune and to coordinate with various stakeholders, a “Parking Management Cell” shall be created in Pune Municipal Corporation. Municipal commissioner shall be empowered to take decisions regarding revision of parking rates.

#### **3.6.7 *Enforcement, police involvement and supporting measures***

All recommendations and measures will amount to nought without strict enforcement. This is especially important for on street parking, particularly on bus routes and main roads, to minimise the impact of motorised parking on other road users.

While one can expect public dissatisfaction at strict imposition of parking rules in the beginning, once it is made clear through public education campaigns that parking is not a right and is strictly enforced by the police, (and control of parking will lead to better facilities for majority of citizens including the pedestrians and the cyclists) -- over time one can expect a change in public perception. This requires the police enforcement to be uniform, fair and well publicized.

The public parking policy is also expected to be complemented by progressive development control regulations for private parking.

#### **3.6.8 *Parking revenue management***

PMC shall adopt an appropriate mechanism to ensure that all parking revenue is deposited directly in an escrow account in PMC. The service provider will not retain any surplus user payment revenue. Surplus revenue, after paying the fee to the operator(s), shall be channelized to promote walking, cycling and public transport through the dedicated ‘Urban Transport Fund’.

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# Annexure

## Annexure I: Comprehensive mobility plan of Pune approval

A copy of resolution by honourable general body of PMC regarding approval of Comprehensive mobility plan of Pune.

नगरसचिव कार्यालय

पुणे महानगरपालिका  
महानगरपालिका सभा ठराव

सभा क्रमांक :- ११ दिनांक :- १८/५/२०१२  
विषय क्रमांक :- ४६ ठराव क्रमांक :- ८१ खाते - महापालिका आयुक्त

संदर्भ :- १) मा.महापालिका आयुक्त यांचे क्र.मआ/वानि/५३१,दि.१२/८/२००८ चे पत्र.  
२) स्थायी समिती ठराव क्र.८१६, दि. १२/८/२००८.  
३) मा.निलेश निकम, मा.मोहनसिंग राजपाल यांचे दि.२०/११/२००८ ची उपसूचना

मा.महा.आयुक्त यांनी दिलेली कारणे व केलेली शिफारस विचारात घेवून-  
केंद्रशासनाच्या निर्देशानुसार तयार केलेल्या सर्वसमावेशक वाहतूक आराखडा ( कॉम्प्रीहेन्सिव्ह मोबिलिटी प्लॅन ) च्या अहवालास मान्यता देणेबाबत मा.महापौर यांचे अध्यक्षतेखाली मा.अजित आपटे, मा.दिलीप बराटे, मा.शिवराम मंगडे, मा.उज्वल केसकर, मा.राजेंद्र वागसकर, मा.अरविंद शिंदे, मा.सौ.कमल व्यवहारे, मा.राजेंद्र गोरडे, मा.पृथ्वीराज सुतार व मा.श्रीकांत पुजारी यांची समिती नेमण्यात यावी आणि एक महिन्यात अहवाल मा.मुख्यसभेकडे देण्यास मान्यता देण्यात येत आहे.

असा मनापा ठराव क्र.२९९, दि.२०/११/२००८ चा ठराव मान्य झाला असून सदर ठरावाचा फेरविचार करून खालीलप्रमाणे ठराव मान्य करण्यात यावा.

संदर्भ - १) मा.महापालिका आयुक्त यांचे क्र.मआ/वानि/५३१,दि.१२/८/२००८ चे पत्र.  
२) स्थायी समिती ठराव क्र.८१६, दि. १२/८/२००८.  
३) मा.निलेश निकम, मा.मोहनसिंग राजपाल यांचे दि.२०/११/२००८ ची उपसूचना  
४) मा.मुख्य सभा ठ.क्र.२९९,दि. २०/११/२००८  
५) मा. सुभाष जगताप,सभागृहनेते व मा.विनायक हणमधर यांची सूचना दि. १८/४/२०१२.  
६) मा.अरविंद शिंदे व मा.दिलीप बराटे यांची दि. १८/५/२०१२ ची उपसूचना

केंद्रशासनाच्या निर्देशानुसार तयार केलेल्या सर्वसमावेशक वाहतूक आराखडा ( कॉम्प्रीहेन्सिव्ह मोबिलिटी प्लॅन ) च्या अहवालास मान्यता देण्यात येत आहे. तसेच अहवालात बदल करण्याचे अधिकार मुख्य सभेस राहिल व मुख्य सभेने वेळोवेळी केलेले बदल या अहवालात अंतर्भाव करण्यास मान्यता देण्यात येत आहे.

यांचे बाबत मा. अति. महा. आयुक्त ( वि ) कार्यालय मुख्यांक म. न. कार्यालय

नगरसचिव ,  
पुणे महानगरपालिका.

## Annexure II: Variations in parking charges based on different zones

Different zones in the city will have different parking demand. For areas where mobility corridors overlap with CBD area, parking charges of CBD shall be applicable.

Off street parking charges in a particular zone of the city shall be 50% less than on street parking charges in that zone and those rates shall be rounded to nearest figure, which is in multiplies of 5. Following are the Base parking rates of three different zones in the city.

### 1. Base rate for on & off street parking in Zone A-Central Business District

Vehicle	ECS	Parking Base Rate (Rs. per hour)	Off street Parking base rate (Rs Per hour)
Two-wheeler	0.25	15	10
Para Transit (non designated areas)	0.6	36	20
Four Wheeler	1.0	60	30
Tempos*	1.0	60	30
Mini bus/ LCV	1.5	90	45
HCV/Truck	2.2	132	65
Private tourist Bus (~15m long)	3.9	234	115

\*includes vehicles such as food vending tempos, vegetable vending tempos and other such vehicles  
Cycles and all types of PMPML buses shall be exempted from parking charges.

### 2. Base rate of for on & off street parking in Zone B-Mobility Corridor

Vehicle	ECS	Parking Base Rate (Rs. per hour)	Off street Parking base rate (Rs Per hour)
Two-wheeler	0.25	10	5
Para Transit (non designated areas)	0.6	24	10
Four Wheeler	1.0	40	20
Tempos*	1.0	40	20
Mini bus/ LCV	1.5	60	30
HCV/Truck	2.2	88	45
Private tourist Bus (~15m long)	3.9	156	80

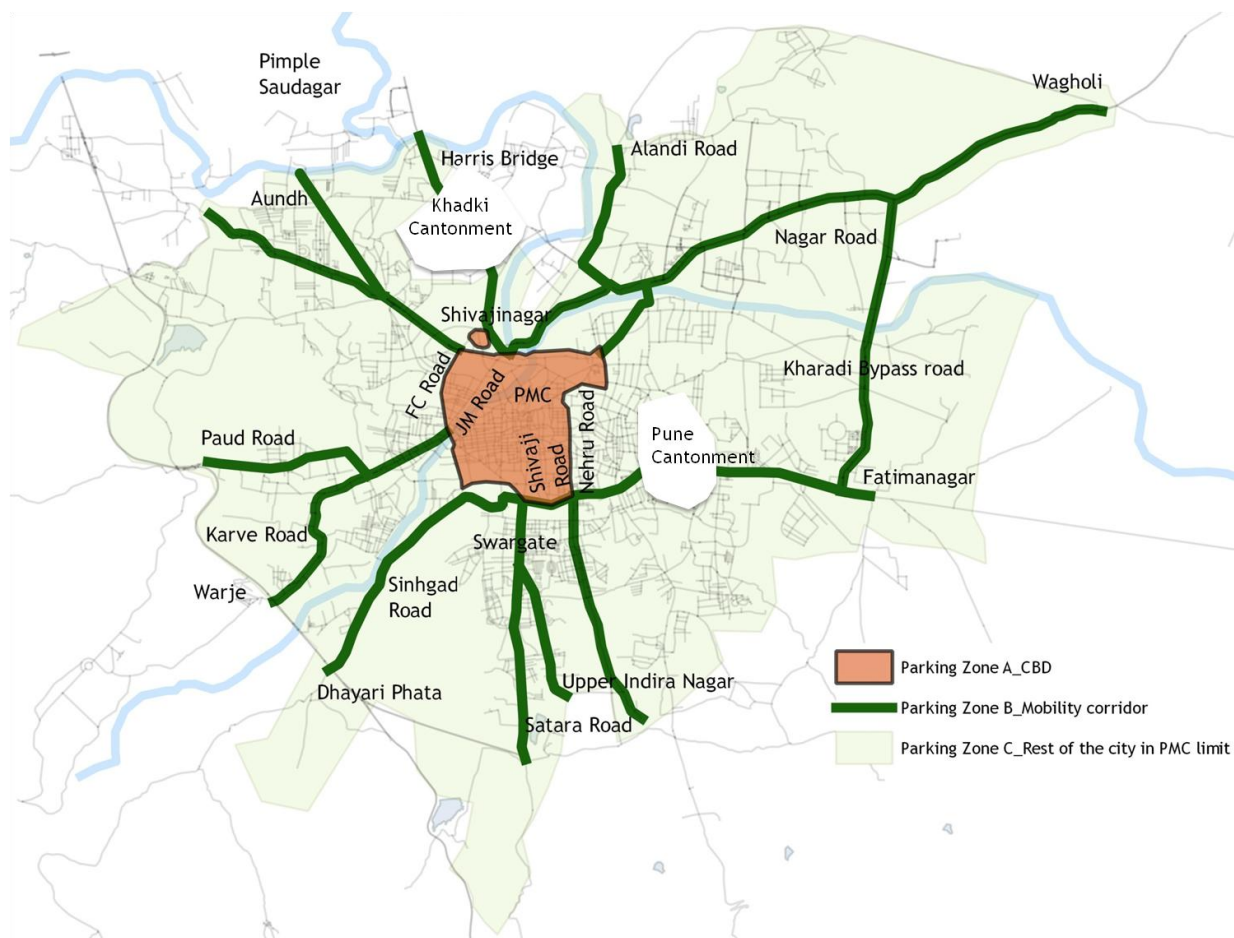
\*includes vehicles such as food vending tempos, vegetable vending tempos and other such vehicles  
Cycles and all types of PMPML buses shall be exempted from parking charges.

### 3. Base rate for on & Off street parking in Zone C-Rest of the city in PMC limit

Vehicle	ECS	Parking Base Rate (Rs. per hour)	Off street Parking base rate (Rs Per hour)
Two-wheeler	0.25	5	3
ParaTransit (non designated areas)	0.6	12	5
Four Wheeler	1.0	20	10
Tempos*	1.0	20	10
Mini bus/ LCV	1.5	30	15
HCV/Truck	2.2	44	20
Private tourist Bus (~15m long)	3.9	78	40

\*includes vehicles such as food vending tempos, vegetable vending tempos and other such vehicles  
Cycles and all types of PMPML buses shall be exempted from parking charges.

The following Map shows various Parking zones, 1. Zone – A Congested Area, 2. Zone-B Mobility Corridors, 3.Zone-C Area excluding A and B zones



Parking zones in the city

*\* some areas shall be declared as 'No parking zones' as per Traffic police's planning*

#### 4. List of mobility corridors and streets in CBD zones.

- **Zone A – CBD** comprises of area bound by streets including and up to- Fergusson Road, Jangali Maharaj Road, Sancheti Hospital chowk, Old Mumbai Pune highway up to Sohrab Hall, Connaught Road, Station Road, Nehru Road, Shankarsheth Road, Shivaji road, Nehru stadium road, Sarasbag Road, Tilak Road, Shastri Road, Bajirao Road, Laxmi Road, NC Kelkar Road, Kumthekar Road, Ganesh Road.
- **Zone B\_Mobility corridors** comprises streets as follows-

No.	Zone B- Mobility Corridors	Extent
1	Karve Road	Warje Bridge to Karve Putala Chowk to Khanduji Baba chowk
2	Paud Road	Kothrud Bus Depot to Paud Phata
3	Sinhgad Road	Dandekar Bridge chowk to Dhayari Phata
4	Satara Road	Swargate chowk to Katraj chowk
5	Bibwewadi Road	Hotel Lokesh chowk to upper Indira nagar

		bus depot
6	Solapur Road excluding Pune Cantonment	Swargate chowk to Hadapsar Gadital
7	Kharadi Bypass Road	Magarpatta chowk to Kharadi bypass police chowky
8	Alandi Road	Sangamwadi Bridge to Vishrantwadi chowk
9	Samtrat Ashok Road- Nagar Road	Kendriya vidyalaya to Satav high school
10	Ganeshkhind Road up to Aundh Gaon	Sancheti chowk to Aundh Naka
11	Baner Road	Pune University chowk to Sadanand hotel chowk
12	Old Mumbai Pune highway excluding Khadki Cantonment	Engineering college chowk to Harris Bridge
13	Jawaharlal Nehru Road	Seven Loves chowk to Gangadham chowk
14	Wellesley Road	Sohrab Hall to Bund Garden Bridge

### C. Parking fee revision formula

The Annual parking rates should be linked to rise in vehicle registration numbers and ready reckoner rates. The applicable parking rates in any financial year can be derived based on the following formula.

Revised Parking charge = **Base Parking charge + (0.6R1 + 0.4R2) X Base Parking charge**

Where, R1= %age Rise in vehicle registration in a Financial year.

R2= %age maximum Rise in ready reckoner rates applicable in city for that year.

## Annexure IV: General Design guidelines for parking spaces

The general design principles for parking spaces are given hereunder. These may be revised based on detailed study.

- The area allotted for parking shall have a clean and levelled surface.
- The parking bay boundary shall be clearly marked with prominent white line marking. Necessary signage shall also be provided.
- 'No parking' zone shall have yellow shoulder line at the edge of road with yellow curb painting. Signage with directional arrow shall be provided at the beginning and end of 'No parking' zone.
- Road side vehicle parking shall be permitted only in such a way that there is no encroachment on footpath by any part of the vehicle. Any violation shall attract fine specified for parking on footpath.
- Parking shall not be permitted at the entrance and exit of footpaths and cycle tracks.
- Parking lane at road side need not be continuous and shall be interrupted where necessary for providing additional space for footpath/walkway to ensure adequate clear width for walking as per IRC norms (for example where existing tree on footpath reduces the available footpath width).
- Suitable gaps in the road side parking shall be kept at regular intervals with appropriate paint marking for pedestrians to access the footpath.
- Parking of 2-wheelers shall be on centre stand as vehicle on side stand occupies more width reducing the parking capacity.
- Road markings shall be provided to demarcate boundaries of parking bays and 'No parking' zones and should always be maintained in a good condition with periodic repainting.
- Auto rickshaw stands shall be provided suitably at road side in the parking bay ensuring that the orientation of waiting rickshaws will be in the same direction as traffic direction.
- Paint marking shall be provided to demarcate the auto rickshaw stand depending on the number of rickshaws allowed.
- In case of P1-P2 parking scheme on the road, location of auto-rickshaw stand shall also change accordingly.
- Auto rickshaw stand shall not be permitted up to 25 to 50 metres (depending on type of road) from all road junctions (including 'T' and 'Y' junctions).
- Auto rickshaw stand shall be permitted only on downstream side of road junction.
- Auto rickshaw stand shall be permitted only on exit side of bus stop and beyond 15 metres.
- Parking or halting of any other vehicle in the space demarcated for Auto rickshaw stand shall be treated as violation of 'No parking' regulation.