Chennai Unified Metropolitan Transport Authority (CUMTA)

(An Authority under Government of Tamil Nadu)

PARKING POLICY

STRATEGY & ACTION PLAN

for the "Chennai Metropolitan Area"

January 2025

Appendix to G.O. (Ms.) No: 9, Housing and Urban Development [UD3(2)] Department dated 20.01.2025

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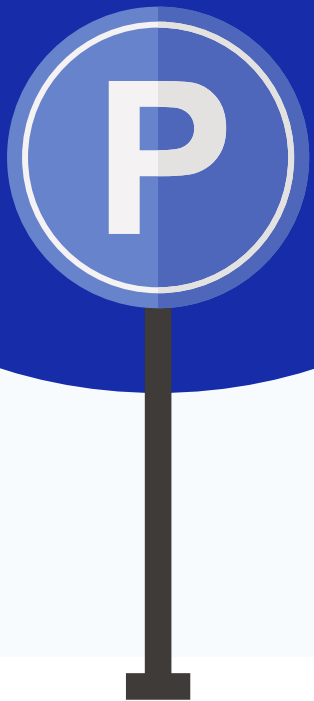
Organised on-street parking Scenario in T.Nagar Chennai Source | ITDP India

Part 1

Parking Policy Vision & Principles

01

Introduction



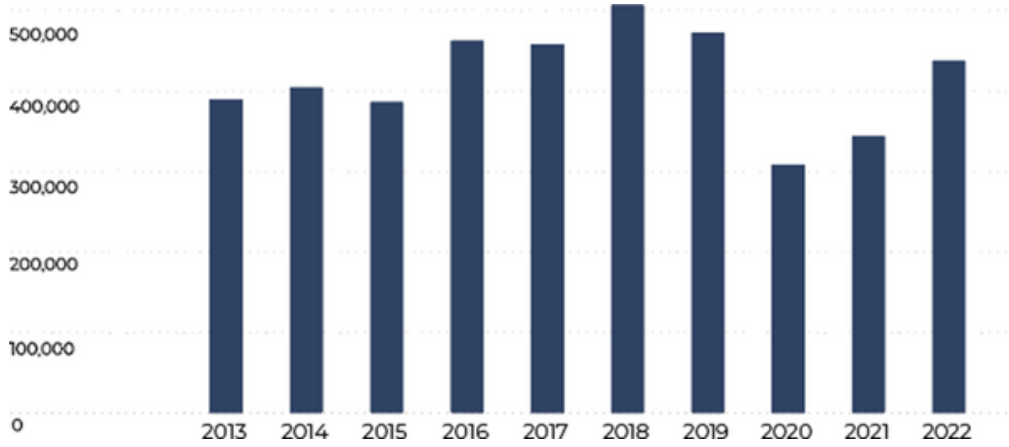
1. Introduction

Rapid urbanisation and increasing population have also resulted in the growing infrastructure requirements in most cities. When supply fails to meet the demand, it pressures the existing infrastructure. Gaps in the demand and supply of infrastructure create paths for unauthorised or unregulated activities, which makes urban management a challenging task in most cities in developing countries.

Transportation is a key sector where rapid vehicular growth has resulted in pollution, congestion and parking issues. The inadequate public transport supply in major cities results in the proliferation of private vehicles. This has caused immense pressure on parking spaces.

Total vehicles registered till 2013: 3.59 million

Total vehicles registered in last decade: 4.16 Million

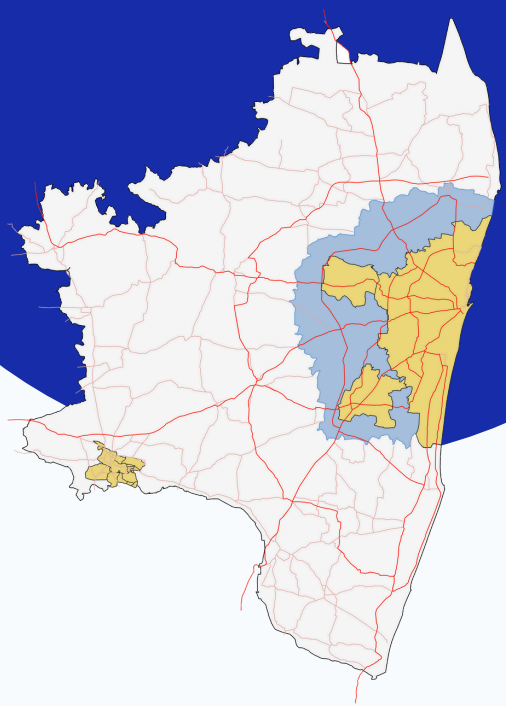


Total Vehicles registered until 2022 in Chennai, E-Vaahan

The Chennai Metropolitan Area (CMA: 5904 sq.km.) population is estimated to be 14.50 million in 2023 and the vehicle population in CMA is 9.20 million in 2022 as per RTO data. The ever-increasing demand for parking spaces has pushed parking to encroach on the limited road space, thus obstructing the traffic flow. Apart from the increase in personal motor vehicle use, particularly two-wheelers and cars, private cab aggregators, three-wheelers and online delivery services also have a surge. Lack of on-street and off-street parking management has led to haphazard parking, vehicles encroaching on footpaths, unsafe road conditions, and inefficient traffic movement.

02

Need for Parking Policy in the Chennai Metropolitan Area



2. Need for Parking Policy in CMA

Increasing growth of private vehicles has increased the demand for parking. Efficient parking management is essential to disincentivise private vehicle trips and parking demand. The proliferation of private vehicles has caused more demand on land for private vehicle parking. **This has resulted in using prime land for parking instead of other potential uses. Hence parking supply must be recognised and regulated as a valuable real estate space.**

Unorganised Parking Scenario in Chennai | Source: ITDP India

In view of the increased proliferation of electric vehicles in the future and the associated demand for charging infrastructure, parking spaces need to be reorganised and reallocated to facilitate this transition. The lack of a data-driven approach and information on available parking spots causes several unproductive detouring trips searching for parking spots. Hence, a data-driven approach to parking management is the need of the hour. Since CMA includes many different types of environments, such an approach will need to be differentiated to reflect the characteristics of the area in question.

Managing parking will require the involvement and cooperation of various stakeholders—including the Chennai Unified Metropolitan Transport Authority (CUMTA), the Chennai Metropolitan Development Authority (CMDA), the Urban Local Bodies (ULB), and the Police Department (Traffic).

A parking policy is essential to plan, implement, and enforce parking management systems comprehensively and embrace a model of shared responsibility

03

Existing Literature & Case Studies

3. Existing Literature & Case Studies

In preparation for shaping the Chennai Parking Policy, extensive research has been conducted towards comprehending the prevailing literature regarding parking management case studies. Below, you'll find the key insights from this research.

3.1 Delhi

The comprehensive parking policy was prepared by the Transport Department of Delhi and notified in 2019. The policy focuses on meeting parking demands, flexibility in parking supply, funding, use of technology and implementation of area-wise parking management strategy. The Delhi government has notified the Delhi Parking Rules in 2019, according to which the State government has power to decide rules and fee structure.

On-street parking management in Delhi | Source: Veena Nair

3.2 Surat

The Surat Municipal Corporation prepared the Surat Parking Policy and Parking Control Regulations in 2018. The overarching principle for parking in Surat is "to progressively reduce the demand for parking and facilitate organised parking for all types of vehicles". This policy also intends to manage parking demand through pricing, reduce the use of personal vehicles and to encourage public transport.

3.3 Bengaluru

The Bruhat Bengaluru Mahanagara Palike (BBMP) formulated the parking policy with a view to strengthen their existing policy and use this policy as an instrument to discourage use of personal vehicles and to ease road space for seamless movement of people and vehicles. The key objectives of the policy are to ensure organised parking through market-driven supply, enforce paid parking and active management of parking demand.

On-street parking management in Bengaluru | Source: ITDP India

3.4 Pune

In 2016, Pune Municipal Corporation drafted the Parking Policy based on NUTP guidelines. The policy focuses on efficient parking operations, which will encourage citizens to use public transport. In line with the Comprehensive Mobility Plan, the policy looks at using parking as a travel demand management tool to make 80% of trips using public transport and reducing vehicle kilometres travelled by 50% by 2031. The policy also looks at transforming at least 10% of street parking space to public open space/ NMT infrastructure by rationalising parking.

On-street parking management in Pune | Source: ITDP India

The international case studies were also referred to understand the policy measures adopted to manage the traffic and travel demand effectively.

This section will examine four different cities based on the variety of measures they use to decrease vehicle kilometres travelled (VKT) and shift travel from car trips to other modes of transport.

Tools		Amsterdam	London	Copenhagen	Paris
Pricing Mechanisms	Curbside Charges	■	■	■	■
	Residential Permits	■	■		■
	Ring Fencing		■		
Regulatory Measures	Supply Caps	■			
	Minimums	■	■	■	■
	Maximums			■	
	Transit Based Min/Max Reductions	■	■		■
	Emissions Reduction Goals	■		■	■
	Public-Private Partnership		■		■
Advanced Technologies	Electronic Parking Guidance Systems				■
	Smart Meters				■
	Pay-by-Phone	■	■	■	■
	Scan Cars	■			

■ ***Parking Management Strategies applied through Parking Policy***

Policies applied in European cities; Source: 'Europe's Parking U-Turn: From Accommodation to Regulation - ITDP ' by Michael Kodransky and Gabrielle Hermann (2011)

04

Relevant provisions of National and State Policies

4. Relevant provisions of National and State Policies

National Urban Transport Policy (NUTP) 2014
by the Ministry of Urban Development (MoUD)

8.4 Parking

8.4.1 Land is valuable in all urban areas. Parking places occupy large portions of such land. This fact should be recognised in determining the principles for allocation of parking space.

8.4.2 Levy of a high parking fee, that truly represents the value of the land occupied, should be used as a means to make the use of public transport more attractive. Simultaneously, a graded scale of parking fee, that recovers the economic cost of the land used in such parking should be adopted.

8.4.3 Under the on-going reform process in India, cities are expected to make the transition from the conventional approach to using parking as a demand management tool. Standards can vary from zone to zone or city to sub-urban areas within the city and may be reviewed periodically and revised if necessary.

Principles of Parking Management Policy 2010
by the Unified Traffic And Transportation Infrastructure (Planning and Engineering) Centre (UTTIPEC), Delhi Development Authority

a. Private vehicles must be parked on 'a fully-paid rented or owned' private space.

b. Parking is a consumer commodity, not a legal right. No subsidised 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.

National Urban Policy Framework 2020
by the Ministry of Housing and Urban Affairs (MoHUA):

Transport and Mobility (Rationale): Parking policies should allow for facilities for electric vehicle (EV) charging.

Tamil Nadu Electric Vehicle Policy 2023 by the Industries, Investment Promotion and Commerce Department, Government of Tamil Nadu

City Building Codes: The Government of Tamil Nadu is in the process of amending the Tamil Nadu Combined Development and Building Rules, in line with the Model Building Bylaws (MBBL) 2016 for EV Charging Infrastructure issued by the Government of India.

On-street parking management in T.Nagar Chennai | Source: ITDP India

National Transit-Oriented Development Policy 2014 by the Ministry of Urban Development (MoUD):

7.5 Multi Modal Integration

7.5.5 To ensure that the area around the transit station remains congestion free and to facilitate easy transfers, it is important to provide adequate parking and pickup/ drop-off facilities for the above modes at suitable locations at the stations and in the influence zone.

7.8 Managed Parking

7.8.1 To discourage the use of private vehicles and to manage parking in TOD, it is essential that the supply of the parking is reduced and made expensive within the influence zone.

7.8.2 On-street parking should be prohibited within 100m of the transit station, except for freight delivery and pickup or drop-off of the differently abled.

7.8.3 The use of parking spaces within the influence zone can be maximised by sharing of spaces between uses that have demand during different times of the day.

7.8.6 Cities should have a parking policy with heavy penalty for unregulated parking in the influence zone and ensure that the same is implemented.

On-street parking management in T.Nagar Chennai | Source: ITDP India

05

Vision

5. Vision

> The parking policy aims to transform the Chennai Metropolitan Area into an urban space where parking for motor vehicles is **organised, optimised, and managed to ensure that traffic management is smooth and public transport & other sustainable modes are encouraged;** so that the limited urban space is efficiently used for all road users.

The parking policy vision is set in alignment with the Chennai's Mobility Vision. Chennai is committed to establishing urban transportation systems that prioritise people's needs, with a focus on creating a liveable and inclusive community. This goal is to be achieved through an efficient and sustainable approach, providing integrated, safe, and convenient mobility options for individuals of all abilities and for the transportation of goods. This will have a positive impact on the regeneration of urban spaces through influencing transport choices and mitigating congestion, emissions and climate change.

06

Guiding Principles

6. Guiding Principles

The Parking Policy for the CMA shall achieve the following objectives with the outlined principles.

Manage parking as a valuable real- estate space

In an urban scenario, where land is a scarce resource, parking should be recognised as a valuable real-estate space and not as a free right. Parking of private vehicles must be charged. Additionally, considering that freight and service vehicle movements are integral to economic activities, optimizing freight parking becomes imperative.

Create active streets

Designing footpaths in harmony with parking management enhances pedestrian safety and provides convenient opportunities for pick- up and drop-off. Well-planned street layouts with active street edges not only improve the liveablity of neighbourhoods but also maximize the utilization of street space.

Optimise parking at freight and bus terminals

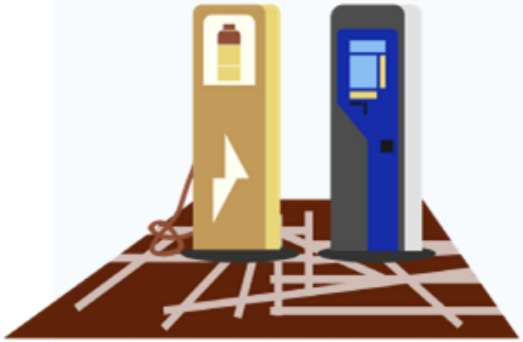
Assessing parking demand and planning for efficient capacity at freight and bus terminals enhances functionality, reduces congestion, improves safety, and bolsters transportation network sustainability.

Ensure Curb Management and Optimise on-street parking

Emphasizing the prioritization of on-street parking allocation ensures that spaces are allocated first to bicycles, ride-sharing services (including IPT, taxis, and cab aggregators), and designated pick-up/drop-off points, ahead of personal motor vehicles. This allocation strategy is informed by comprehensive parking surveys to accurately reflect usage patterns. The overarching goal is to allocate a higher proportion of parking spaces for two-wheelers compared to four-wheelers, particularly in densely congested areas, thereby encouraging the use of space-efficient vehicles.

Leverage technology in parking management

Embracing technological advancements in parking management and enforcement to enhance efficiency and accuracy. Utilize innovative solutions to disseminate parking information directly to end-users, empowering them to plan their journeys effectively and navigate parking options with ease.



Facilitate the proliferation of EV

Establishing a comprehensive network of charging stations entails integrating essential regulatory support into policies and regulations. By fostering an environment conducive to the adoption and expansion of electric transportation, we can effectively facilitate the growth of sustainable mobility infrastructure.

Enhance last-mile connectivity around Public Transport stations/ access

Ensuring adequate parking facilities for two- wheelers, bicycles, and intermediate modes of transport at multimodal hubs is crucial, complemented by reliable first and last-mile feeder services. Additionally, promoting public transport and enhancing the capacity to supply, operate, and manage Intermediate Public Transport (IPT) systems are vital steps in encouraging modal shifts and curbing the reliance on personal vehicles. By doing so, pressure on parking infrastructure can be alleviated. Simultaneously, reducing parking availability around public transport stations/ access serves as a long-term behavioural nudge towards sustainable transportation choices.

Design inclusive and universally accessible parking

Implementing comprehensive planning and design strategies involves the thoughtful allocation and designation of parking lots to accommodate all user groups. By prioritizing inclusivity, efficiency, and universal accessibility, parking infrastructure can better serve the diverse needs of the community.

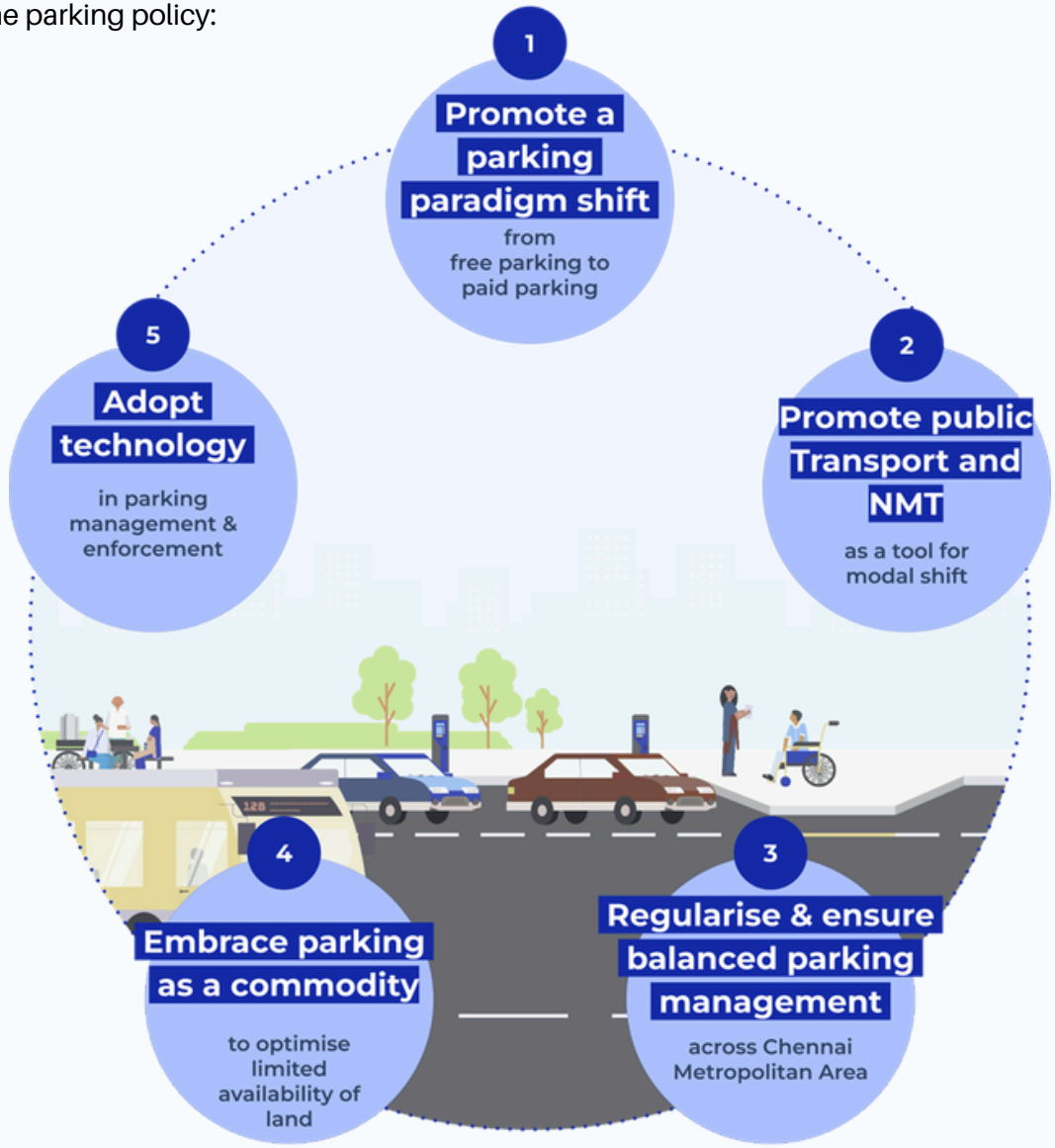
On-street parking management in NSC Bose Road, Chennai | Source: ITDP India

07

Goals and Objectives

7. Goals and Objectives

The following overarching goals and objectives set forth the framework for realising the vision for the parking policy:



Goal 1:

Promote a parking paradigm shift from free parking to paid parking

- Price parking based on demand, duration, time of the day, location and coverage of public transport
- Develop a business model to make parking financially self-sufficient.

Goal 2:

Promote Public Transport and NMT as a tool for modal shift

Foster modal shift to NMT and public transport

Goal 3:

Regularise and ensure balanced parking management across Chennai Metropolitan Area

- Manage on-street parking such that a smooth traffic flow is ensured.
- Design inclusive parking facilities
- Enable the private sector to invest, provide and manage parking
- Plan for the parking of urban freight and public and private buses.

Goal 4:

Embrace Parking as a commodity to optimize limited availability of land

- Manage parking effectively through planning & design, pricing & enforcement, and reinvestment measures.
- Unbundle parking from real estate in Transit Oriented Development and other special zone areas.
- Bring private parking spaces into the public pool.

Goal 5:

Adopt technology in parking management and enforcement

Leverage technology to disseminate parking information, management and enforcement

Part 2

Parking Management Strategy & Action Plan

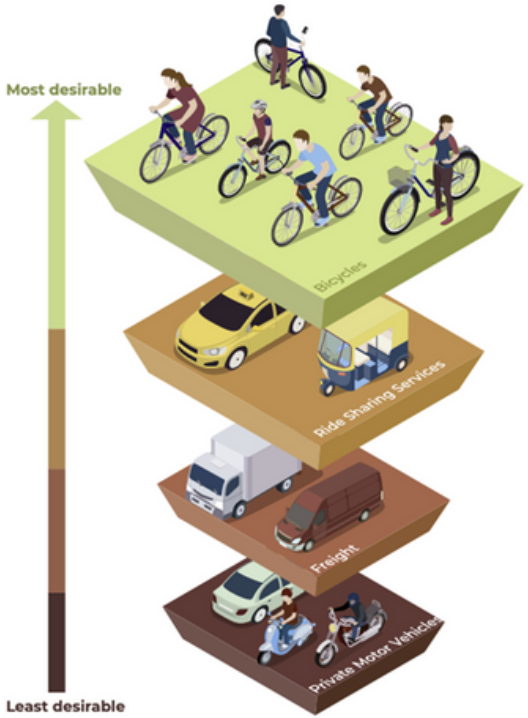
01

Introduction

1. Introduction

The Parking Policy for the CMA shall achieve the following objectives with the outlined principles.

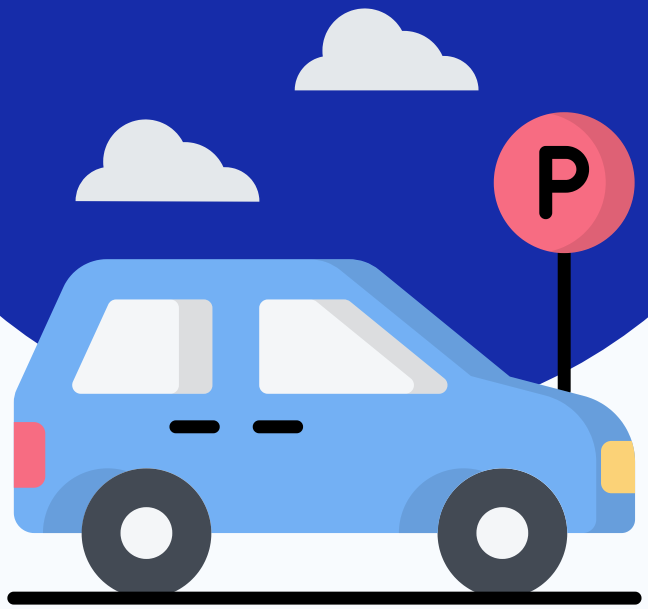
In the realm of urban planning, effective parking management is pivotal for addressing challenges like vehicular congestion and optimising urban spaces. This policy, integrates statutory and non- statutory processes, emphasising compliance with regulations and employing a nuanced strategy. It transcends boundaries by aligning with various urban initiatives, formulating meticulous parking plans, and incorporating innovative methodologies. Covering on-street/off-street parking, public/ private parking facilities, and regional freight management, the policy aims to enhance urban mobility, reduce congestion, and contribute to sustainable development in the Chennai Metropolitan Area (CMA). Recognizing the challenges posed by urbanisation and a growing population, it addresses infrastructure demands and acknowledges the inadequacy of public transport options. In the critical transportation sector, it emphasises the surge in private vehicles, particularly in the CMA, urging efficient on-street/off-street parking management to rectify chaotic situations, enhance road safety, and optimise traffic flow.



Prioritization of on-street parking allocation will ensure bicycles, ride- sharing services (IPT, taxis, cab- aggregator), and pick-up/drop-off points over personal motor vehicles.

02

Existing Literature & Case Studies



2. Existing Literature & Case Studies

In preparation for shaping the Chennai Parking Policy, extensive research has delved into comprehending the prevailing literature regarding parking management case studies. Below, you'll find the key insights from this research.

2.1 Case Studies on On-street Parking Management

Design of on-street parking management has a direct impact on the efficient use of the road space. It has been observed that many cities have adopted parallel parking orientation mainly for four wheelers for better discipline in parking. San Francisco and Seoul used striped lines for separation of parking bays while Singapore installed bollards to separate parking bays from footpaths/cycle tracks. Various design features were adopted to segregate parking and pedestrian pathways. In Taipei, various design measures were adopted to organise two-wheeler parking and considerable improvement was observed.

On-street parking management in San Francisco | Source: SFMTA

2.2 Case Studies on Shared Parking

2.2.1 Montgomery County, Maryland, USA

The County has several parking management districts that correspond with central business districts in several cities, such as Bethesda and Silver Spring, where a shared parking program is part of a long-term strategy to offer parking as a shared resource. The program enables financial lenders to consider shared parking if they are likely to withhold financing due to lack of parking in a development on-site plan. This has helped promote mixed-uses around transit.

Shared parking slot in Montgomery County
Source: Montgomery County Government

2.2.2 Beijing, China

In early 2011, the Beijing government started promoting shared parking by encouraging and guiding institutions in opening their parking lots to the public after work hours. By the end of 2011, 61 parking lots were sharing 8,946 spaces in 6 central districts. Most of these shared parking lots are open to residents in the surroundings between 6pm and 8am. In late 2013, the Beijing government approved another policy on shared parking where more details of the mechanism were explained. Charging for parking must be within the parameters permitted by the Parking Price Bureau and registration must be completed with the Industrial & Commercial Bureau.

Source: 'Shared Parking' by Michael Kodransky, ITDP

2.3 Case Studies on Residential Parking Permits

Spillover from central business districts (CBDs) into residential areas prompts the need for residential parking permits. It is also a way to better manage the particular demands of residents, which differ from short-term visitor and commuter parking. Residents in the Camden and Islington boroughs of London pay for residential parking permits based on their vehicle's CO_2 emission standards that are assessed at the time of registration, the most noxious cars pay a higher price. Residential parking permits in Munich helped reduce the share of car trips from 44% to 32%. Nearly 27% of car commuters switched to another mode of transport. Meanwhile, public transit ridership increased from 40% to 47%.

2.4 Case Studies on Earmarking/Ring Fencing

Barcelona, Strasbourg, Munich, and certain boroughs in London earmark revenue from parking funds to support sustainable transport. Public support for parking charges can be won when the surplus funds are used to improve public transit, walking, or cycling conditions. In the London borough of Kensington and Chelsea, 12% of parking revenue is used to fund Freedom Pass—a program that gives free transit tickets to the elderly (60+) and disabled. In Barcelona, 100% of parking fees are used to support Bicing—the city's bike sharing program arranged as a public- private partnership with Clear Channel.

2.5 Case Studies on Parking Caps & Maximums

2.5.1 Parking Maximums

Some cities in Europe have recognized the need to institute parking maximums, creating ceilings for the amount of parking included in new developments. Cities like Zurich, Amsterdam, and Strasbourg are leading the way in this initiative while most other cities are still following regulations for minimums based on antiquated building codes that have not been updated in decades. Switzerland, the United Kingdom, and Italy set maximums as national guidelines. The Milan metropolitan area tailors' national standards to the local context.

2.5.2 Parking Supply Caps

Hamburg, Zurich, and Budapest have instituted caps on the total parking supply in the city center, reforming the building codes to freeze the existing inventory and ban any further increase.

Source: 'Europe's Parking U-Turn: From Accommodation to Regulation - ITDP ' by Michael Kodransky and Gabrielle Hermann (2011)

On-street parking management in Harrington Road, Chennai | Source: ITDP India

2.6 National Case Studies

Many cities in India have adopted parking policies and various initiatives proposed under it and there are efforts for better parking management. Cities like Delhi, Bangalore, Surat, Pune have proposed on-street parking pricing based on duration, time, proximity to transit in the policies. Residential parking permits have been discussed in the parking policy of Bangalore and Surat. For off-street parking, cities have proposed lower charges to promote the use of off-street facility and levy higher charges for on-street parking. In case of use of technology, Bangalore has implemented smart parking meters and kiosk along 10 roads. Regarding on-street parking management, emphasis has been given to on-street parking delineation and street design in the policy and strategy document. Surat, Pune, Bangalore have demarcated on-street parking spaces on some of the major streets of the city.

On-street parking management in Bangalore | Source: ITDP India

The below table gives a brief overview of how parking policies respond to the above parameters. 'Green' indicates that the policy mentions the parameter with recommendations, 'yellow' indicates that there is some mention in the policy but it does not provide clear directions or recommendations and 'red' indicates that the parameter is not mentioned in the policy.

	Price on-street parking	Shift on-street to off-street	Promote market driven off-street supply	Limit off-street parking supply	Promote shared parking	Surplus parking revenue to improve neighbourhood
New Delhi						
Bengaluru						
Pune						
Ranchi						
Pimpri Chinchwad						
Surat						
Ahmedabad						

03

Parking Management Strategies

3. Parking Management Strategies

The policy proposes parking management recommendation through a 4-fold approach including statutory process and non- statutory process. The statutory process shall include integration of parking management measures with Master Plan/Development Plan and Building Control/ Development Regulations. The non-statutory process is proposed as: Planning & Design, Pricing & Enforcement, and Reinvestment.

3.1 Integrating parking management with Statutory Planning Processes

In accordance with the statutory framework (as mentioned in Tamil Nadu Town and Country Planning Act-TN-TCP Act,1971) governing city-level planning, including the formulation of master plans, development plans, and regional plans shall integrate the city-level parking strategies. These strategies must seamlessly align with development patterns, road networks, and the public transportation system. Furthermore, it is essential to integrate neighbourhood parking management measures with a spectrum of planning initiatives, encompassing Transit Oriented Development (TOD) plans, neighbourhood plans, station area development plans, and Local Area Plans (LAP), alongside other micro-planning tools.

As a Travel Demand Management measure, all transit hubs (Major railway stations, metro stations and bus terminus, etc), new establishments (residential, commercial, institutional, industrial), with a FSI area of 10,000 sq.m. and above, shall adhere to the Traffic Impact Assessment benchmarks to be set by the CMDA during the planning stage. In major commercial hubs pick-up and drop off facilities may be proposed inside the premises.

To execute this integration effectively, the Development Authority shall comprehensively integrate off-street parking management measures, as outlined in the TNCDBR of 2019, and any subsequent amendments thereto. (For a more detailed recommended off-street parking reforms, reference may be made to Section 3.2.3, 3.2.4 and 3.2.9).

3.2 Planning and Design

The planning and design approach for parking management measures is looked at in two-tiers:

Parking Strategy and Action Plan

It is a city-level strategy document that outlines how urban development impacts parking supply and demand, within the CMA boundaries, with a range of possible solutions the city can undertake based on the baseline data for efficient parking infrastructure management

Area-Level Parking Management Plan

It is a localized and detailed neighbourhood level-plan that addresses parking issues in the identified neighbourhood. This includes detailed assessments of demand and supply of parking, strategies for curbside management, and solutions to improve parking efficiency and accessibility

3.2.1 Parking Strategy and Action Plan for the CMA

The following are the components of Parking Strategy and Action Plan

1. Identify Parking Management Clusters/neighbourhoods based on land use, traffic and parking patterns, existing road hierarchy, parking demand (by mode public transport network and other regional characteristics. This shall also be done in alignment with the existing administrative boundaries of the ULBs, Traffic Police, Regional Transport Offices (RTOs), and Planning Authorities.
2. Propose a phasing plan and a five-year roadmap for implementing parking management measures.

3. Develop a methodology for creating parking management plans at appropriate scales (area-/ward-level, zonal-level, etc.) for all types of users (duration, type of vehicle, time of day and day of the week)
4. Explore business models to provide and manage parking and public e-charging infrastructure for top-ups with fast charging facilities in an integrated manner, with a critical focus on Public-Private Partnership (PPP).
5. Create key performance indicators (KPIs) to monitor and evaluate policy outcomes.

3.2.2 Prepare Area-Level Parking Management Plans

Prepare Area-Level Parking Management plans for an extent of around 3-5 sq.km. within the Parking Management Cluster in the CMA, and periodically update them to implement context- specific parking rules and regulations. These plans shall guide the management of on-street and off-street parking comprehensively in alignment with the recommendations as laid out below:

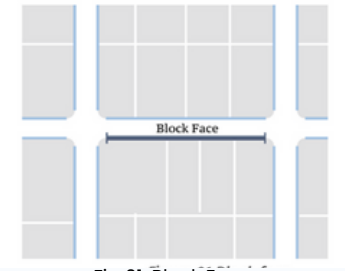


Fig 01: Block Face

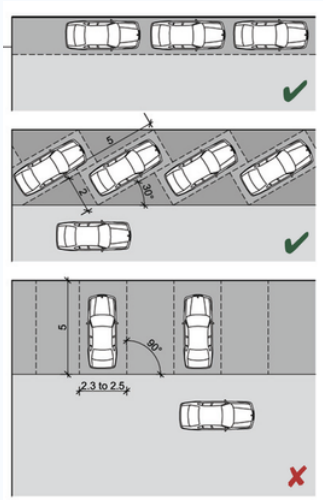


Fig 02: Parking Slot Configuration

1. The Area-Level Parking Management plans shall be delineated based on local landmarks, block size, land use, traffic and parking patterns, existing road hierarchy, public transport network and parking demand for the purpose of preparing area-level parking management plans.
2. Each block face—the stretch of any/all street between two intersections—may be designated as paid parking, free parking, or no parking, as shown in Figure 01. A block shall be defined as a plot(s) surrounded by public streets on all sides.
3. Demarcation of on-street parking may be discouraged on all roads identified as Bus Routes Roads by the ULB. In case of higher demand, parking should be designed and provided so as it causes no hinderance to the movement of buses.
4. On-street parking shall be allowed/provided on streets with right of way (ROW) 9m and above. When provided, parking rules shall be defined for every 100m segment of the total block face length, as the parking scenario may vary.
5. For parking 3-wheelers and 4-wheelers on streets, parallel and angular parking shall be preferred over perpendicular parking (as shown in Figure 02) in consideration to the existing standards to ensure reduced conflict with traffic flow during parking-in and driving-out and efficient use of road space for all street users. Perpendicular parking configuration shall apply in the case of two-wheelers and cycles.

6. On-street parking shall be discouraged on arterial streets, except on service lanes, if present. This is to ensure a smooth flow of traffic. In case of higher demand streets, parking should be designed and provided so as it causes no hinderance to traffic flow

7. Parking slots for 4-wheelers and 2-wheelers shall be demarcated on each block face only after providing requisite on-street space for public utilities, footpaths, cycle tracks (where required), trees, bus-stops, rickshaw and taxi stands, seating, space for vending, and driveways. as shown in Figure 03

i) A few parking slots within each block side may be designated for cycles
ii) For PMVs, the proportion of parking slots for 2-wheelers shall reflect the share of those vehicle based on parking surveys and be more than 4-wheelers to encourage the use of space-efficient vehicles, especially in congested areas.
iii) On-street parking spaces may not be provided within a 100m distance from public off- street parking facilities.

Figure 03 Streets prioritisation: footpaths are not optional

8. Area-level parking management plans shall be reviewed annually (and if needed more frequently) to address the impact of development changes on parking demand. For example, a new supermarket on a low parking demand street may now attract more parking, requiring revision in existing management rules. (Refer to 3.2.8 to consider the impact of any new establishments and need for Traffic Impact assessment and off-street parking regulations).

9. On-street parking in high-demand, congested areas (for 4-wheeler and 2-wheeler) shall be notified and enforced with a maximum allowable parking duration (as decided by the Authority) to encourage more people to share the limited street space efficiently.

10. In addition to the above-listed recommendations, area- level parking management plans shall also cover the following

i. Measures for managing parking during special events such as festivals, local events, and sports events.
ii. Measures for managing parking in special zones including school zones, hospital zones, industrial parks, markets, transit hubs, terminals, and tourist destinations.

11. The area-level parking management plans shall be complemented with a detailed layout of static and dynamic signages to inform the users of parking rules, availability, rates, time limits, and other relevant information.

3.2.3 Manage Public Off-Street Parking Facilities

Manage public off-street parking facilities, including multi-level and surface parking, to ensure optimum utilisation of all available parking spaces.

1. The usage of existing public off-street parking facilities shall be improved by pricing on-street parking higher than the off-street parking facilities. Public off-street parking facility can be integrated with on-street parking (upto 500m) under single management so that the off-street and on-street parking will be synchronized. This may also encourage existing underutilised parking spaces within public and private buildings to be made available for public use and nudge long-duration parking activities to be shifted to off-street facilities.

2. Before building a new off-street parking facility, the usage of existing facilities (both public and private, if present) shall be assessed, and on-street parking shall be managed in order to validate the feasibility and need for new off- street parking facilities.

3. A market-driven and user pays principle shall be adopted where the private sector finds building, operating, and maintaining a parking facility feasible . Private sector participation shall be encouraged by developing off-street parking by appropriate pricing, regulatory and enforcement mechanisms.

4. Off-street public parking facilities shall operate with paid night-time parking as well. These facilities may provide weekly or monthly parking options for regular users with appropriate charges.

5. All multi-modal transport hubs (major Railway Stations, Metro Rail Stations & Bus Terminals etc) shall be identified and allocated with a dedicated off-street parking area for autorickshaws and cab-aggregator services to encourage shared mobility. Any dedicated on-street parking for PMV shall be

discouraged in the area within 50m of the major mass transit hubs and 20m from bus stops. Pick-up and drop-off points and IPT parking shall be provided within 20m from the transit stations/bus stops.

6. Park-and-ride facilities, when created, shall be prioritised for two-wheelers and notified with a maximum allowable parking duration of 12-14 hours.

7. Parking spaces maybe reserved for differently abled as mentioned in the TNCDBR 2019 and the amendments there on.

3.2.4 Manage Private Off-Street Parking

Manage public off-street parking facilities, including multi-level and surface parking, to ensure optimum utilisation of all available parking spaces.

1.Residential, commercial, and institutional campuses shall be encouraged to open up unused off-street parking spaces for public use where there is potential for shared parking, with support from private parking aggregators.
2. Through revisions in the Tamil Nadu Combined Development and Building Rules (TNCDBR), 2019 and other relevant statutory documents, mandatory parking minimum requirements shall be reduced, parking maximum rules shall be introduced, and shared parking shall be promoted.

i. Transit-Oriented Development(TOD) policy shall be implemented with reduced parking requirements in areas with accessible and high-frequency public transport.

ii. Congestion-based zoning and parking requirements shall be embedded through the Master Plan/Development Plan and Building Control/ Development Regulations

iii. ULB/Zone-specific parking supply factors shall be introduced to address the varying demand across the Municipal Corporations, Municipalities, Town Panchayats, and other settlements under the CMA. The parking supply factor shall also be aligned with the sustainable mobility vision for the CMA set out by the Comprehensive Mobility Plan/ Master Plan/ Building Control/ Development Regulations.

iv. Off-street private parking facilities shall be encouraged to be open to public use to ensure efficient utilisation while addressing safety and security concerns resulting from such use.

3. A recurring parking development fee (for all forms of parking spaces, excluding cycle parking) that is equivalent to or more than the development fee charged for floor space shall be levied on private off-street parking facilities which are not shared for public use. This shall then be invested in public transport, walking, and cycling initiatives.

4. The planning and building approval requests within the CMA shall be scrutinised to match the parking requirements suggested by the TNCDBR 2019 and any amendments thereto. This shall also apply to development activities that involve/propose land/building use conversion.

3.2.5 Implement Regional-Level, and Area-Level Urban Freight Management Recommendations

Implement regional-level and area-level urban freight management recommendations to regulate freight-related parking issues within the CMA:

Regional-Level Strategies

1. Truck terminals and warehousing facilities shall be set up in the city periphery for heavy vehicles/trucks (HCVs or MCVs) to park or load and unload as necessary. The concerned Development Authority shall take required efforts.

2. Shifting of strategic wholesale markets and interstate/ intercity bus terminals to other peripheral locations to decongest the city centre shall also be explored.

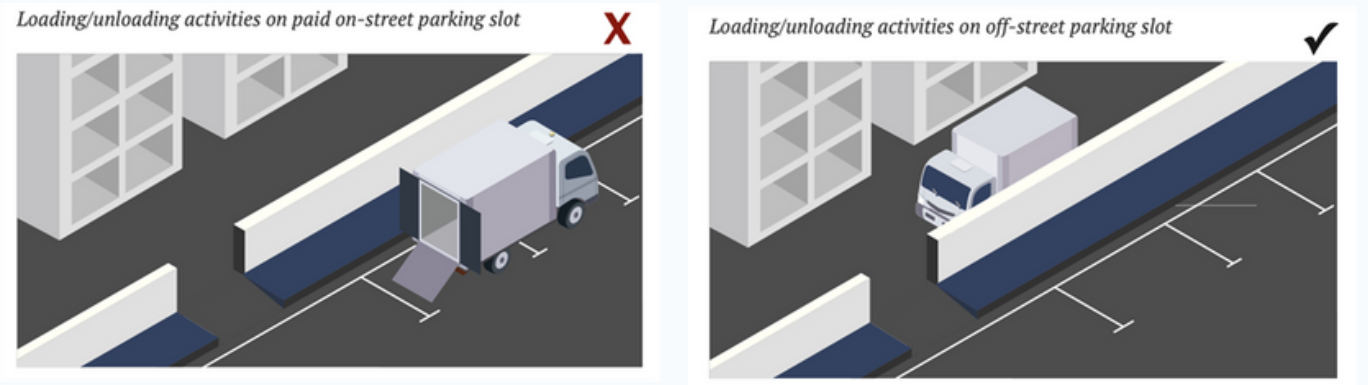


Figure 04 Parking Management for Urban Freight

Area-Level Strategies

1. Heavy Commercial Vehicles (HCVs) and Medium Commercial Vehicles (MCVs) shall enter and ply within the city only during off-peak hours (as identified in the area- level parking management plan). Exemptions may be made for vehicles carrying essential commodities like water and medicine.

2. On-street parking of HCVs and MCVs (including construction vehicles) shall not be allowed, as it shall occupy a lot of road space and block the visibility of pedestrians on footpaths. They shall only use off-street parking spaces for loading and unloading activities.

3. Without off-street facilities, goods shall be distributed through LCVs (including construction vehicles), three- wheeler, two-wheelers, or cycles.

4. Dedicated on-street parking spaces shall be discouraged for LCVs. The area-level parking management plan will determine the necessity for accommodating LCVs parking spaces or designated loading/unloading zones near commercial land-uses.

5. If and when necessary, LCVs may use the on-street parking spaces designated for 4-wheelers/2-wheelers within the allowable short no-fee cushion time (a permissible time duration at the beginning of a parking activity—mostly set at 10-15 minutes—to allow for quick pick-up/drop-off, loading/unloading, or delivery of goods).

3.2.6 Strategies for Travel Demand Management for Job Centres

Manage private off-street parking in private premises and public buildings (whose parking is not open for public use) along with on-street parking and public parking facilities.

1. All government/public sector undertakings and private organisations/institutions/industries with more than 100 employees shall introduce employee travel demand management measures to encourage shared mobility, public transport, and non-motorised transport within one year of policy adoption. The employee travel demand management measures may include

i. Collection and periodic updation of data on the employee's location of residence, mode of travel, vehicle type and ownership, time and frequency of travel, etc.

ii. Provision of staff shuttle services to ensure convenient access to one or more mass public transit stations, including metro rail, MRTS, suburban rail, city bus services, etc.
iii. Provision of incentives for employees to commute by public and non-motorised transport modes.
iv. Provisions to introduce staggered office working hours /work-from-home opportunities to reduce trip generation and traffic congestion.

2. Staff buses/shuttle services owned or operated by these organisations/ institutions/industries shall be parked only in off-street parking locations and, if found parked on-street, especially during peak hours, shall be strictly penalised.

3.2.7 Strategies for Travel Demand Management for Schools & other Educational Institutions

1. Existing schools and other educational institutes may consider staggering the class timings of different standards so that the load experienced by roads during school opening and closing hours is distributed over a few off-peak hours. They should also prepare a circulation plan and provide space for pick-up, drop-off, and bus parking within their premises or other private premises.

2. Any new school/ educational institutions coming up shall have the required space for pick-up, drop-off, and parking as per the TNCDBR or other regulations notified thereto.

3. All schools/ educational institutions shall also encourage their staff and students to commute by public transport or non-motorised transport by arranging pick-up and drop- off facilities to the nearest bus stop/public transport station.

4. Any street with a school entry/exit shall not be designed with on-street parking for a distance of 50m on either side of the entry/exit, on both sides of the street.

On-street Parking Scenario in Harrington Road Chennai | Source: ITDP India

3.2.8 Strategies for Travel Demand Management for Commercial Establishments

1. A city-wide integrated traffic management system shall be set up to monitor traffic congestion across the city and identify the existing traffic generator.

2. All commercial establishments shall include the following travel demand management measures to reduce the traffic congestion induced by the establishments and integrate them with public transit stations and non-motorised transport.

i. The CMDA shall collect traffic impact fees from developers/owners of the establishments, creating an impact higher than the set benchmarks. The collected impact fee shall be reinvested in improving the first-mile/last-mile connectivity from the establishments to the nearest transit station.

ii. The establishments shall have more than one ingress and egress point. The site plan shall accommodate sufficient queuing area for traffic inflow and streamline the exit movement to avoid direct egress from the premises to the access road.

iii. The opening and closing timings of the establishments in close proximity to educational institutions/ job centres (within 150-300m) may be staggered to distribute the traffic on roads over off-peak hours.

iv. All major commercial and special establishments shall have pick-up & drop-off and loading/unloading zones for all vehicles within the premises only.

v. The establishments shall provide human resources to manage traffic generated by the particular establishment and also manage parking within the premises.

3.2.9 Integrate Electric Charging Infrastructure with Off-Street Parking Facilities

Chennai is one of the six EV cities identified under the Tamil Nadu EV Policy 2023. The parking strategy and action plan for the CMA shall be aligned with the targets and recommendations set by the policy to accelerate electrification by integrating parking management with the provision of public charging infrastructure.

Integration with Off- Street Parking Facilities

1. EV charging and battery-swapping facilities shall be installed in all existing and proposed off-street public parking spaces. The proportion of parking facilities to be integrated with public charging infrastructure shall be implemented as per the Charging Infrastructure of Electric Vehicle Guidelines of the Ministry of Power, Government of India.

2. Through revisions in the TNCDBR and other relevant statutory provisions, setting up of electric charging infrastructure for 10-20% of the parking capacity in public off-street and private off-street facilities shall be mandated.

Integration with On- Street Parking Facilities

1. No public charging infrastructure shall be installed within the right-of-way of streets or encroaching public open spaces. Exceptions may be made for approved and well- designed shared mobility stands on streets with service lanes. Nevertheless, public charging infrastructure should be integrated without hindering the movement of pedestrians, cyclists, and other vulnerable users.

When provided, on-street public charging infrastructure shall only be provisioned with fast charging stations (30 kWh or more) to deter longer parking durations. These chargers shall be generally used for top-ups rather than fully charging the vehicles.

2. The measures for integrating public charging infrastructure with parking facilities shall be updated based on the periodical directions of the Tamil Nadu EV Steering Committee.

3.3 Pricing and Enforcement

3.3.1 Parking Fee

Parking Fee will be based on the factors like vehicle size, parking duration, parking demand in the respective block faces, the time of the day (peak/non-peak hours), the day of the week and the value of the area, etc. Accordingly, the ULB's will fix the parking fee based on the recommendations in the "Area Level Parking Management Plan" prepared.

The parking fee fixed may be reviewed periodically based on local conditions.

On-Street Parking Fee Collection, T.Nagar, Chennai | Source: ITDP India

3.3.2 Price on-street parking based on parking demand levels

On-street pricing shall be set so that 15% of spaces are vacant at any given time.

1. Three types of on-street parking spots shall be determined in every area-level parking management plan:

i. High-demand block face ii. Medium-demand block face iii. Low-demand block face

Based on this category, the city will determine four price ranges: high, medium, low, and free. A street can have a mix of all four price ranges. For example, a 2km long street can have high and low prices based on the demand. The price ranges can vary across block faces to ensure that 15% of parking spaces are vacant at any given point.

2. Parking pricing/fee shall be reviewed annually based on changes in demand.

3. Taxis, auto-rickshaws, and e-rickshaws shall be exempted from parking fees when parked in their approved stands. They shall pay applicable on-street parking fees on other parking spots. The area-level parking management plans shall identify stands, and necessary steps shall be taken for regularisation/approval.

4. Ambulances, Fire, any other emergency vehicles, Government/Police Vehicles, bicycles and electric cycles shall be exempted from parking fees.

5. Automobile businesses such as repair mechanics, driving schools, and retail showrooms selling automobiles and accessories that use street space to park vehicles shall arrange for appropriate parking spaces preferably off- street parking spaces.

6. On-street parking activity may be covered with a short no-fee cushion time (10-15 mins or as decided by the Authority) to accommodate the pick-up and drop-off needs of personal motor vehicles and delivery personnel.

3.3.3 Harmonise the On-Street and Off-Street Parking Prices

1. On-street parking shall be charged higher than off-street parking. This will encourage long term parking at off street locations.

2. Parking services shall be changed from the current postpaid model to a prepaid one. This shall nudge users to plan their parking activity in advance and avoid long-duration parking on streets.

3. Public off-street parking and surrounding on-street parking (upto 500mts) shall be integrated and managed by a single entity.

Illustrative images of Off-Street Parking

Illustrative images of On-Street Parking

3.3.4 Enforce On-Street and Off-Street Parking

1. In On-Street parking, enforcement has to be done in case of non-payment of parking fees, parking on footpaths and cycle tracks, double parking, parking in no-parking zones and parking in areas other than designated parking slots (such as parking at intersections and at bus stops etc.,).

2. Fine for parking violations shall be levied as per the Motor Vehicle Act 1988 and amendments therein from time to time. The towing charges & impounding charges will be fixed and notified by the Government as per the provisions in Motor Vehicles Act/Rules from time to time.

3. The technology-based smart parking system shall be leveraged to continuously monitor parking activities during operational hours, identify parking violations, and coordinate communication between on-ground staff and vehicle owners to initiate first-hand verification and necessary parking violation protocols (as detailed in the institutional framework of Parking Policy).

3.3.5 Adopt Technology-Based Management Solutions

Adopt technology-based management solutions to enable parking as a service through data analytics and its application in providing ease of use to the consumer, monetising parking facilities, and optimising utilisation.

1. Parking Information and Management Systems (PIMS): A centralised parking app, data management system and digital architecture shall be developed by a single authority / CUMTA to collect, compile, and manage parking data and periodically update area-level parking management plans, parking rates, and enforcement and communication strategies.

2. Competent technology service providers and on-ground management teams as specified in the Area Level Parking Management Plans, shall be hired to operate professional parking management services in the CMA.

3. A parking management portal—a mobile application and website—shall be launched to enable citizens to find real- time information on parking (parking slots availability, parking fee, shortest route to reach a parking lot, and other relevant information), book slots in off-street parking lots, make digital payments, and share feedback. This shall serve as a common digital aggregator and spatial inventory for on-street and public and private off-street parking facilities.

4. A technology-based smart parking management system shall also reduce revenue leakage, ensure transparency and facilitate data based decision making in urban mobility.

Parking as a service is about data analytics and its application in providing ease of use to the consumer, monetising the parking facilities, and helping in optimum utilization.

1. Find your spot

Citizens find parking availability through PIS/ VMS signages

2. Park in the spot

Sensors fitted to the parking slot recognises parking activity

3. Record activity

Punch in the slot number and time in parking meter

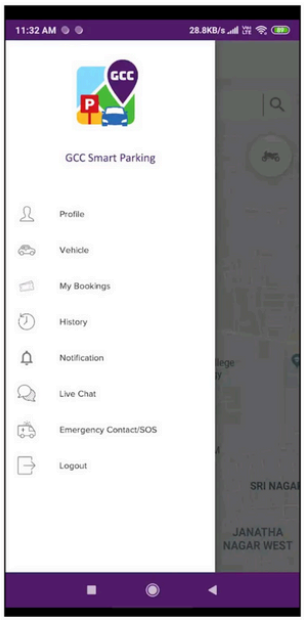
4. Make payment

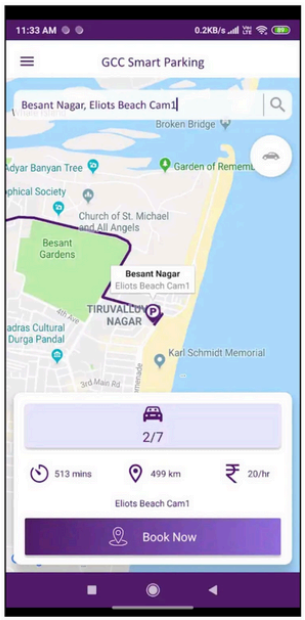
Promote digital transaction through E-wallet/UPI

5. Enforcement

In cases of parking violation, the vehicle shall be towed

Working mechanism of technology based parking management services





Source: GCC Parking app

3.3.6 Proof of Parking

As a long term measure to promote Public Transport and reduce usage of personal vehicles that cause road traffic congestion, Proof of Parking (off-street) may be introduced as a checkpoint to validate the availability of at least one off- street parking space for registering a vehicle.

Residential streets in neighbourhoods are meant for local movement and also serve as safe havens for light recreation by children and the elderly. The absence of adequate regulation of on-street parking in residential areas, coupled with violations of the extant rules/regulations, has resulted in narrow residential streets plagued with long-duration parking. In order to reduce the stress on streets and to nudge the vehicle owners to arrange off-street parking spaces, Residential Parking Permits (RPP) may be piloted in notified continuous building areas based on the following principles:

i. The number of parking slots shall be determined based on the street capacity and availability of street width for circulation of emergency vehicles, not on the existing demand.
ii. Holding a permit does not mean owning an on-street parking spot rather renting/leasing the spot for the specific time period.
iii. Households with off-street parking provisions shall not be eligible to receive an on-street parking permit.
i**v.** The allotment shall be made on an open lottery system (e-auction system confined to the neighbourhood).
v. RPP shall be charged on a monthly or annual basis.

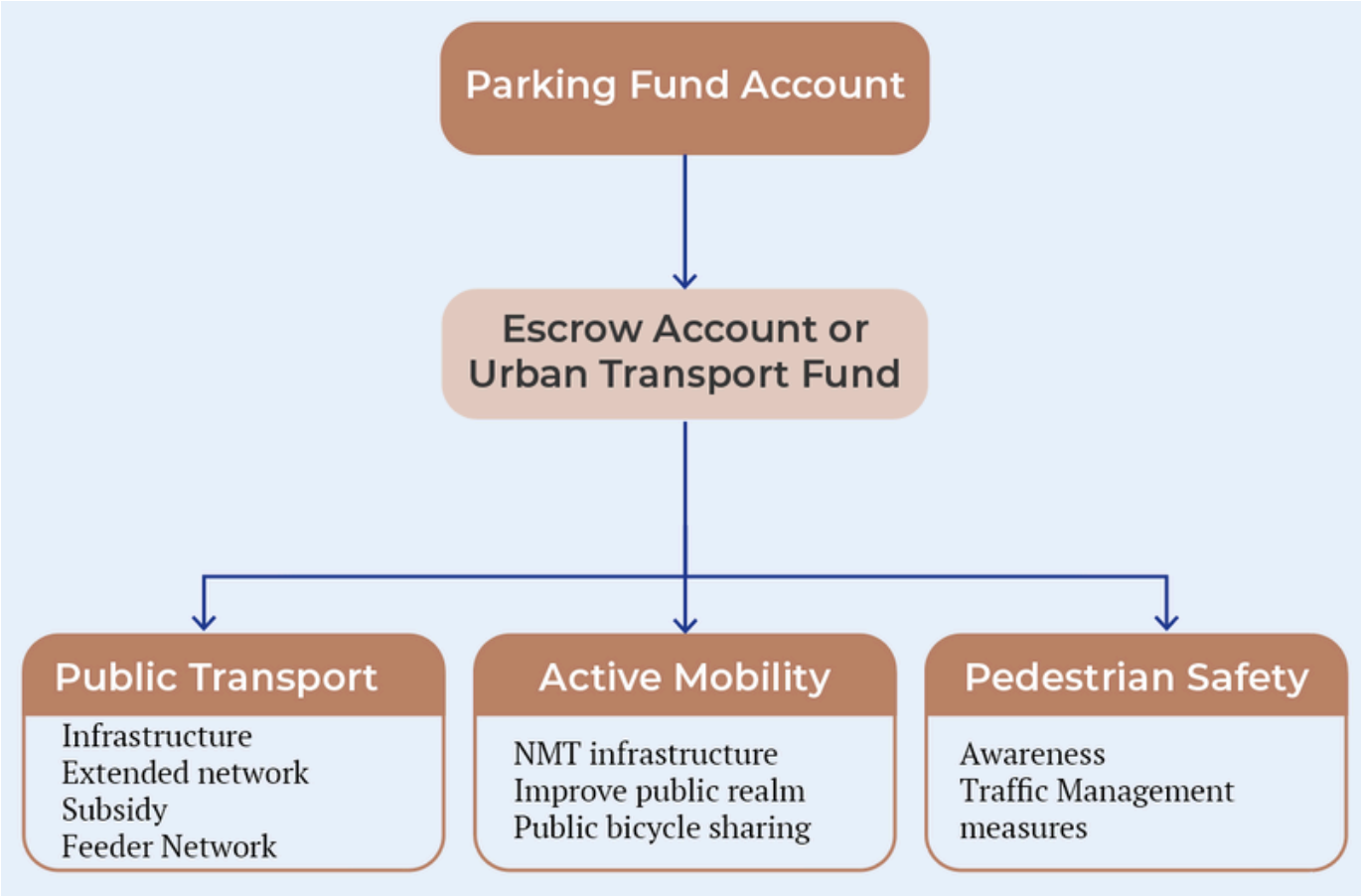
Unorganised Parking Scenario in Delhi | Source: Unknown

3.4 Reinvestment

3.4.1 Parking Revenue

Manage parking revenue to ensure that the surplus receipts (after paying for all operating expenses, share of ULB's, Vendors, etc.) are ring-fenced and utilised for local-area improvements such as better footpaths, cycling facilities, public spaces, road surfacing, and public transport services.

1. All parking revenue, including fines, shall be deposited directly in an Escrow Account/Urban Transport Fund (UTF). The distribution of funds from this account will be decided by the Competent Authority.



04

Incentives to attract private entities in off-street parking management

4. Incentives to Attract Private Entities in Off-Street Parking Management

The policy proposes parking management recommendation through statutory process and non-statutory process. The statutory process shall include integration of parking management measures with Master Plan/Development Plan and Building Control/ Development Regulations. The non-statutory process is proposed as a four-fold approach: Planning and Design, Pricing and Enforcement, and Reinvestment; and the adoption of the following recommendations to manage parking in the CMA.

4.1 Develop Integrated Parking Management Contract of On-street & Off-street Parking Management

4.1.1 For an area-level planning (3-5 sq.km.):

Integrating on-street and off-street public parking management under a single contract promotes efficiency, and improved coordination. It simplifies administrative processes, fosters unified strategies, and enables faster responses to issues. Moreover, this approach can result in cost savings and higher service quality due to economies of scale.

To incentivize private entities to undertake comprehensive parking management, the government may provide land for off-street parking development on a nominal lease basis, allowing the private entity to construct with the assistance of the Government through VGF (Viability Gap Funding) and operate facilities.

4.1.2 For stand alone off-street parking facility:

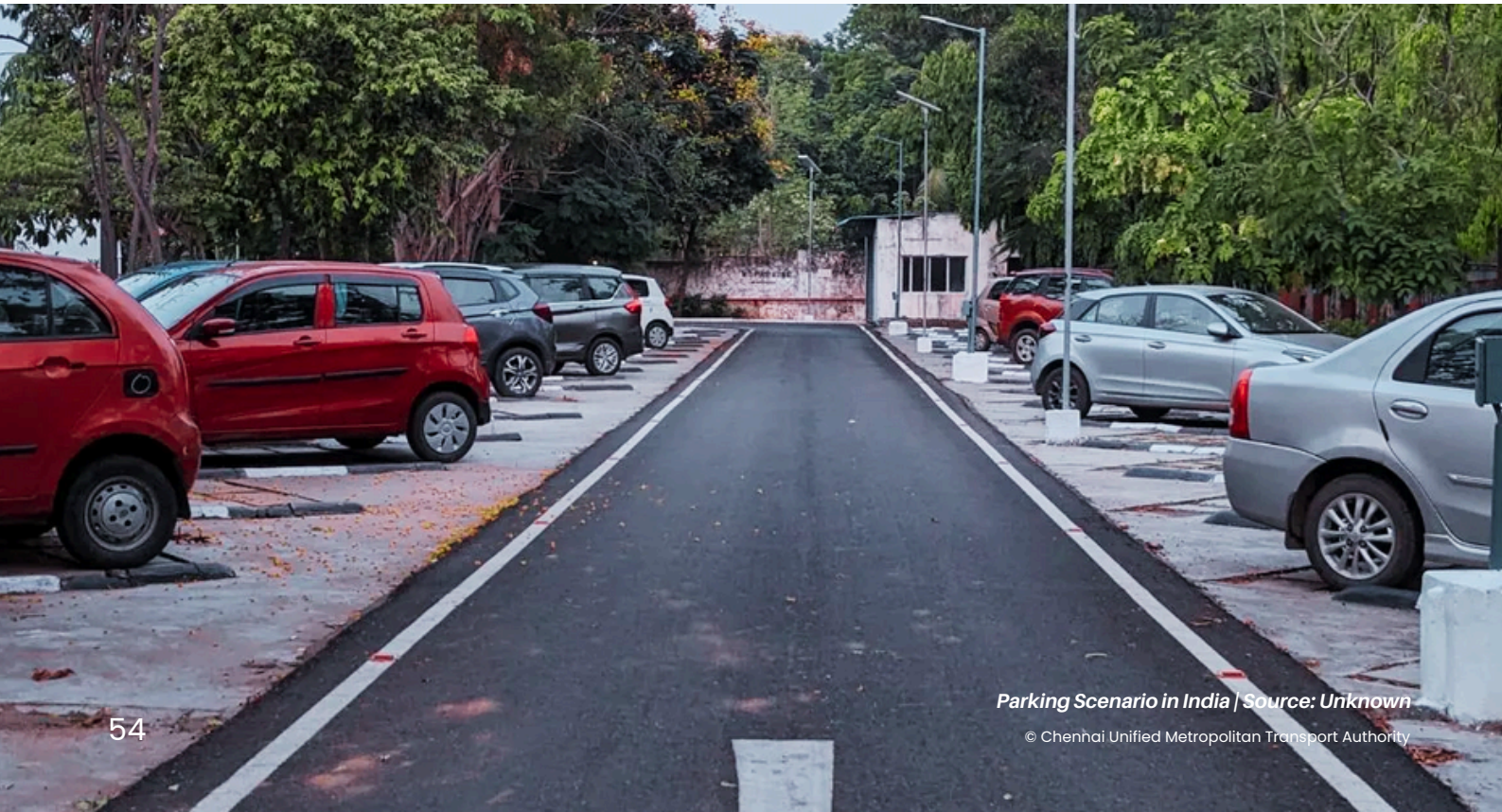
To encourage stand-alone parking facilities in the high-demand areas, the government may provide land for off-street parking development on a nominal lease basis, allowing the private entity to construct off-street parking facilities (Multi-Level Parking) with the assistance of the Government through VGF (Viability Gap Funding) and operate facilities. In such case, along with the MLPs, management of on-street parking in the catchment areas of 500m radius of road network shall also be assigned.

4.2 Enhancing the viability of Off-street Parking facility (MLCP/MLTP) through commercial development

Integrating commercial activities within off-street parking facilities offers a strategic approach to boost occupancy rates and improve the revenue streams. By incorporating retail, and service options, MLCPs become more attractive destinations, improving the viability of the facility. It is essential to establish a maximum limit for commercial development (not more than 25%) giving more priority for Parking spaces. The commercial space is in addition to the nominal land lease.

4.3 Provide other Incentives for Private Entities to Invest in Public Parking Facilities

The extent of Built up Area provided by the developer for developing a public parking infrastructure within their premises shall receive Transferable Development Rights (TDR).

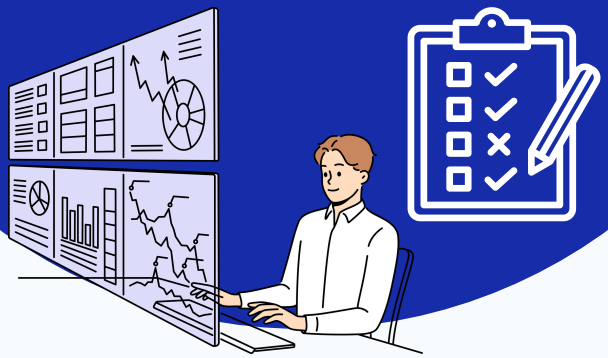


Parking Scenario in India | Source: Unknown

Organised on-street parking in Anna Nagar Chennai | Source: Street Matrix

05

Implementation, Monitoring & Evaluation of Parking Policy



5. Implementation, Monitoring & Evaluation of Parking Policy

5.1 Implementation in Phases

The implementation of the policy shall be in phases to get effective results and a smooth transition from the current system to the expected. The following shall guide the phased implementation of certain policy aspects.

Phase 1

Area Level Parking Management Plan Preparation

- Preparation of area level parking management plan/s
- Inter-departmental meetings/workshops with stakeholders (citizens & govt.)
- Raising awareness amongst citizens on parking management
- Base pricing of parking for pilot areas to be finalised

Phase 2

Implementing Parking Management Pilot

- Development of Technology interventions for parking management & enforcement
- Incorporation of Area Level Parking Management Plans and Parking Rules
- Enforcing parking bylaws for Buildings in CBD (Central Business District) areas
- Parking Rules and enforcement for illegal parking
- Making parking information available for citizens with marking & signage

Phase 3

Scaling up Parking Management & Demand Management Measures

- Capture learnings from pilot for city-wide parking management strategy
- Prepare area level plans across the city and initiate phase wise roll-out
- Road user awareness activities
- Differential Parking Pricing is relatively based on area, duration, and PT connectivity
- Congestion Pricing in CBD areas during peak hours
- Implementation of Proof of Parking

5.2 Pilot Projects

Pilot projects shall be implemented first before implementing any strategy or recommendation of the action plan when they are being applied for the first time in the city.

Strategies or solutions should not be implemented in isolation but in an integrated way, as the success of one strategy depends on the success of the other associated strategy.

5.3 Monitoring Indicators

The status of execution of parking policy recommendations and their benefits shall be monitored and evaluated (M&E) periodically to check whether the objectives of the parking policy are achieved. The following indicators (qualitative and quantitative) shall be measured at frequent intervals.

1. Availability of parking master plan for the CMA Delay in execution of parking master plan
2. Public Transport Mode and NMT Mode Shares
3. Level of Congestion
4. Registered Vehicles (Mode-wise) and Vehicle Ownership
5. Level of user satisfaction at parking facilities
6. Availability and consistency in parking signs and user information
7. Parking Revenue
8. Parking Revenue to Cost Ratio
9. Parking Rates Structure and its adequacy to differential parking pricing
10. Intensity of Illegal Parking (Number of traffic violations due to illegal parking)
11. Occupancy of all parking facilities
12. Number of parking challans issued and amount of parking challans.
13. Level of capacity with the executing body
14. Share of private investments in developing and O&M of parking infrastructure. The complete indicator set will be detailed out in the parking strategy and action plan which will be devised in alignment with the parking policy.

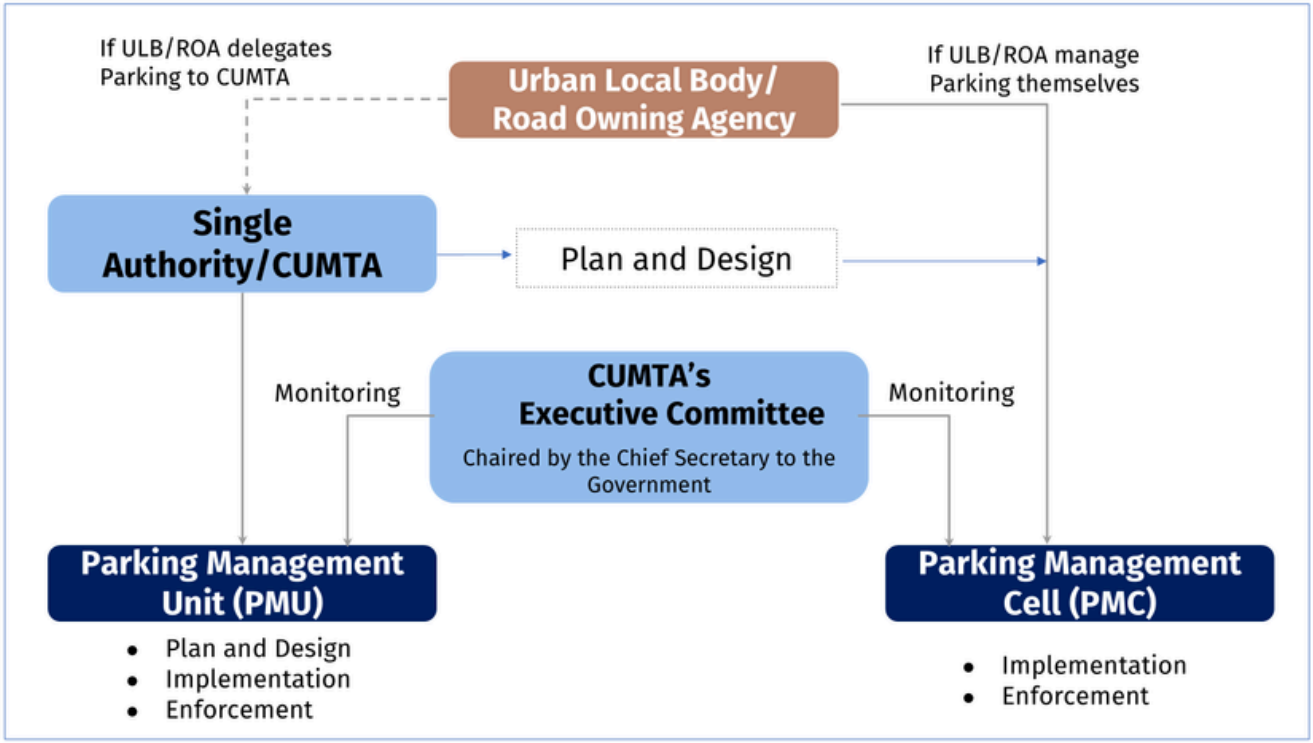
On-street parking management in CSIR Road Chennai | Source: ITDP India

06

Institutional Framework

6. Institutional Framework

For the purpose of successfully implementing the Parking Policy for the CMA, the following institutional structure is proposed.



ULB - Urban Local Bodies i.e. GCC, Avadi Corporation, Tambaram Corporation etc.
RoA - Road Owning Agency i.e. Highways Dept etc.
PMU/PMC - Consisting officials from Urban Local Bodies/Police Department/Experts/Authority

6.1 CUMTA's Executive Committee (EC)

The Executive Committee of CUMTA shall oversee and ensure the alignment of parking management activities in the CMA with the city's sustainable mobility vision set out by the CMP/Master Plan. This committee will review and monitor the functioning of PMUs and PMC as the case may be.

6.2 Parking Management Unit (PMU)

Parking Management Unit for the CMA shall be set up under CUMTA (as a Special Purpose Vehicle or a Division) to prepare parking management and implementation plans, recommend parking pricing and enforcement of parking strategies; and give regular recommendations for improvement. It shall be headed by a dedicated officer reporting to CUMTA.

The management unit may have an exclusive team with representatives deputed from the CMDA, ULBs, the Traffic Police, and other relevant stakeholder departments, support staff, and independent experts with the following expertise:

- Travel Demand Management
- Transport and Land-use Planning
- Monitoring and Evaluation
- Public Finance and Management
- Data Analytics
- Communication and Outreach

Note:

The primary accountability and responsibility towards implementing the parking management measures rests with the ULBs as per the Urban Local Bodies Act, 2022 and TN-Motor Vehicle rules, 19892. However, the ULBs may delegate this responsibility in part or whole to the CMA's Parking Management Unit (Single Authority/CUMTA) for a stipulated period. In such a case, the Single Authority/CUMTA shall plan, implement, and monitor parking management measures in coordination with the ULBs.

In cases where the ULB leads the parking management measures, an in-house Parking Management Cell (PMC) shall be set up to implement and enforce the Area Level Parking Plan prepared by Single Authority/CUMTA. The role of Single Authority/CUMTA will be to prepare the Area Level Parking Plan and monitoring.

6.3 Parking Management Cell (PMC)

In case, the ULB/RoA decides to manage parking on their own, a Parking Management Cell shall be set-up as in-house planning and implementation unit at the ULBs. It shall be chaired by the Municipal Commissioner, with the Deputy Commissioner being the vice-chairperson. The Cell shall have representatives deputed from the Roads, Town Planning, and Revenue departments of the ULB, along with a dedicated Project Management Unit (PMU) and support staff.

The PMC shall set up ward-/area-level Parking Task Forces (PTF)—a team of parking management wardens and supervisors employed under the hired parking management service providers, who are closely monitored and supported by nodal officers of respective ULBs, the Traffic Police with jurisdiction, and PMU of CUMTA.

Through these institutional mechanisms, the stakeholders, including the ULBs, the CMDA, the Traffic Police, the CUMTA, the RTO, and parking management service providers, are expected to deliver the roles and responsibilities deliberated below and in Appendix-3.

1. Tamil Nadu Urban Local Body Act, 2022
Section 40: Powers and functions of the council (xvi) providing parking places for vehicles including taxis and auto-rickshaws

Section 130: Collection of fees on parking vehicles — Subject to the approval of the council, the commissioner may reserve any portion of a public street or public place, and declare it as a parking area and collect parking fees from the owner of the vehicles at such rate for such period and in such manner as may be prescribed.

2. Tamil Nadu - Motor Vehicle Rules, 1989
379: Parking places for motor vehicles in specific localities in Chennai City. — The Commissioner, Corporation of Chennai, shall apply to the Commissioner of Police, Chennai, for the approval of the proposed parking place for such vehicle. The application shall be accompanied by a sketch of the proposed parking place together.

Appendix

Appendix – 1

In the context of this policy, the following terms are defined as hereunder

Definitions	
Roads	
Arterial street	A street primarily for through traffic, usually on a continuous route and/ or as notified in Master Plan/Comprehensive Mobility Plan (CMP) or other statutory plans.
Sub-arterial street	A street primarily for through traffic, usually on a continuous route but offering to lower level of traffic than the arterial and/or as notified in Master Plan/CMP or other statutory plans.
Collector street	A street collects and distributes traffic from and to local streets and provides access to arterial streets and/or as notified in Master Plan/CMP or other statutory plans.
Local street	A street primarily for access to residential, commercial, or other abutting property and/or as notified in Master Plan/CMP or other statutory plans.
Vehicles	
Abandoned vehicle	A motor vehicle left for more than a specified duration (period specified by the authorised agency) in a public or street space that may cause danger, obstruction, or inconvenience to other users of the space.
Commercial Motor Vehicle (CMV)	A vehicle licensed to be used for transporting goods or materials rather than passengers upon a charge paid directly or indirectly by a business owner or any other person. **Light Commercial Vehicles (LCV)** are used for the transport of goods that has a maximum mass not exceeding 3.5 tonnes **Intermediate Commercial Vehicles (ICV)** are used for the transport of goods with a mass of 8-10 tonnes **Medium Commercial Vehicle (MCV)** are used for the transport of goods with a mass of 10-15 tonnes **Heavy Commercial Vehicle (HCV)** are used for the transport of goods with a mass of more than 15 tonnes
E-rickshaws	A special purpose battery-powered vehicle for hire, of power not exceeding 4000 watts, having three wheels for carrying goods or passengers, as the case may be.
Personal Motor Vehicle (PMV)	A vehicle transporting persons where no charge is paid directly or indirectly by the passenger or any other person.
Public Transport	A vehicle used for transporting passengers on a scheduled route on an individual fare-paying basis.
Shared Mobility	A transport system where commuters share a vehicle either simultaneously as a group or over time as a personal rental, and in the process, share the cost of the journey. This may include public bicycle-sharing services, cab aggregators, auto-rickshaws, and shared auto-rickshaws, etc.

Definitions	
Parking	
Park-and-ride	A system in which people drive to a place where they can leave their personal motor vehicles and get on a bus or train.
Parking configurations	**Angular Parking** refers to the parking of a vehicle at an angle to the carriageway. **Parallel Parking** refers to the parking of a vehicle in such a way that the longer side of the vehicle is parallel to the carriageway. **Perpendicular parking** refers to the parking of a vehicle in such a way that the longer side of the vehicle is perpendicular to the carriageway.
Parking fee	Applicable rate a personal motor vehicle user pays to park their vehicle in a designated parking slot.
Parking fine / Parking violation charges	Applicable rate a personal motor vehicle user pays for any violations on the non-payment of parking fees and illegal parking encroachment on footpaths and cycle tracks. (or) Applicable rate a personal motor vehicle user pays as a repercussion of a parking violation that hinders traffic movement, such as parking in no-parking zones, parking outside designated slots, double parking, parking on intersections, parking at bus stops, and parking in front of entry/exit gates.
Parking Management Area	Area-level parking management plan is a localized and detailed neighbourhood level-plan that addresses parking issues in the identified neighbourhood. This includes detailed assessments of parking supply and demand, strategies for curb side management, and solutions to improve parking efficiency and accessibility in the designated area
Parking Management Cluster	The parking management clusters are identified in the city-level parking strategy and action plan. A demarcated boundary-based on land use, traffic patterns, existing transport network, parking demand, and other regional characteristics. This shall be proposed in alignment with the existing administrative boundaries of the Urban Local Bodies (ULB), the Traffic Police, and Planning Authorities.
Parking types	Based on the location of designated parking spaces, they shall be classified as **On-street parking** refers to demarcated parking spaces on the streets. **Private off-street parking** refers to parking spaces within a building or an open plot in private premises and is used exclusively by the property owners or personnel authorised by the owners. **Public off-street parking** refers to parking spaces within a building or an open plot (both multi-level and surface-level) which is accessible for public use.
Miscellaneous	
Market-based model	A model that operates on voluntary exchange in a free market, where a central governing authority does not control prices.
Service provider	An external agency hired by the ULB or agencies authorised by the ULBs for a specific period of time for parking management

Abbreviations

ALP	Area Level Parking Management Plan
CBD	Central Business District
CMA	Chennai Metropolitan Area
CMDA	Chennai Metropolitan Development Authority
CMP	Comprehensive Mobility Plan
CUMTA	Chennai Unified Metropolitan Transport Authority
CW	Carriage Way
EC	CUMTA's Executive Committee
ECS	Equivalent Car Space
EV	Electric Vehicle
FSI	Floor Space Index
GCC	Greater Chennai Corporation
GO	Government Order
HCV	Heavy Commercial Vehicle
HUDD	Housing and Urban Development Department, Govt. of Tamil Nadu
IPT	Intermediate Public Transport
ITDP	Institute for Transportation and Development Policy
KPI	Key Performance Indicators
LAP	Local Area Plans
LCV	Light Commercial Vehicle
M & E	Monitoring & Evaluation
MBBL	Model Building Bylaws
MCV	Medium Commercial Vehicle
MLCP	Multi Level Car Parking
MLTP	Multi Level Two Wheeler Parking
MoUD	Ministry of Urban Development
MoHUA	Ministry of Housing and Urban Affairs
MTC	Metropolitan Transport Corporation
MV	Motor Vehicle
NMT	Non Motorized Transport
NOC	No Objection Certificate

Abbreviations

NUTP	National Urban Transport Policy
O&M	Operation and Manitenance
PIMS	Parking Information and Management System
PIS	Passenger Information System
PMC	Parking Management Cell
PMU	Parking Management Unit
PMV	Personal Motor Vehicle
PPP	Public Private Partnership
PT	Public Transport
PTF	Parking Task Force
ROA	Road Owning Agency
ROW	Right of Way
RPP	Residential Parking Permit
RTO	Regional Transport Office
SOP	Standard Operating Procedure
TDM	Travel Demand Measures
TDR	Transferable Development Rights
TNCDBR	Tamil Nadu Combined Development and Building Rules
TN	Tamil Nadu
TOD	Transit Oriented Development
ULB	Urban Local Body
UPI	Unified Payment Interface
UTF	Urban Transport Fund
UTTIPEC	Unified Traffic and Transportation Infrastructure (Planning & Engineering) Center
VGF	Viability Gap Funding
VKT	Vehicle Kilometer Travelled
VMS	Variable Message Sign

Appendix – 2

Legal provisions for enabling parking management & proposed amendments

Steps	Action
1. Plan and Design	Government may issue a G.O authorising CUMTA to Plan & Design, and Monitor Parking in the Chennai Metropolitan Area under **CUMTA 2nd Amendment Act 2024, Section 10 (h)** which reads as "Performs such other functions as may be entrusted to it by the Government from time to time". and **Motor Vehicle Act, 1988-Section 215A**. Power of Central Government and State Government to delegate. — Notwithstanding anything contained in this Act, (b) the State Government shall have the power to delegate any power or functions that have been conferred upon it by the Act to any public servant or public authority and authorise such public servant or public authority to discharge any of its powers, functions and duties under this Act. The powers, functions and duties of following sections under MV act 1988 shall be delegated to Single Authority/CUMTA. **Section 117:** Parking places 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 a specific period of time, and may determine places..... **The Tamil Nadu State Highways Authority Act, 2024 Act No. 12 of 2024 Section 30 (2) (f) Power of the Authority which reads** "In particular and without prejudice to the generality of the foregoing power, such regulations may provide for all or any of the following matters, namely: — (f) the manner of prohibiting the parking or waiting of any vehicle or carriage on the highway except at places specified by the Authority;

Steps	Action
2. Parking Management, Collection of Fee	<u>TN Urban Local Body Act 1998 r/w Amendment 2022 & Rules 2023- Section 130: Collection of Fees on Parking Vehicles:</u> Subject to the approval of the council, the commissioner may reserve any portion of a public street or public place, and declare it as a parking area and collect parking fees from the owner of the vehicles. **U/S 130 (2),**Commissioner may delegate the parking fees collection power to Single Authority/CUMTA; **Rule 294 (3)** empowers the Council to outsource the collection of fees. If CUMTA is mandated Parking Management: CUMTA develops a comprehensive plan, inclusive of proposed pricing structures, which is then submitted to the Urban Local Body (ULB) or the Greater Chennai Corporation (GCC). Following this, the ULB/GCC consults with the Police Commissioner as per Motor Vehicles Rules 379(2). Once consultations are completed, the ULB passes a resolution, delegating the management and collection of fees to CUMTA.
3. Enforcement, penalty, towing etc	**<u>MV Act 1988:</u>** **Section 201:** Penalty for causing obstruction to free flow of traffic. **Section 127:** Removal of motor Vehicles abandoned or left unattended on a public place **<u>TN-MV Rules, 1989:</u>** 381: Vehicles in parking place — removal.— 382: Payment for removal. All enforcement activities outlined above must be authorized by a uniformed Police officer with jurisdiction. If enforcement is conducted by the Urban Local Body (ULB), the Parking Cell of the ULB will include Police officers on deputation. Alternatively, if enforcement is carried out by CUMTA or a single authority, Police officials must be stationed within that authority or CUMTA to oversee enforcement duties.

Appendix – 3

In the context of the policy, the roles and responsibilities of the various institutional organisations towards parking management are mentioned hereunder.

Planning and Design

CUMTA's Executive Committee (EC)

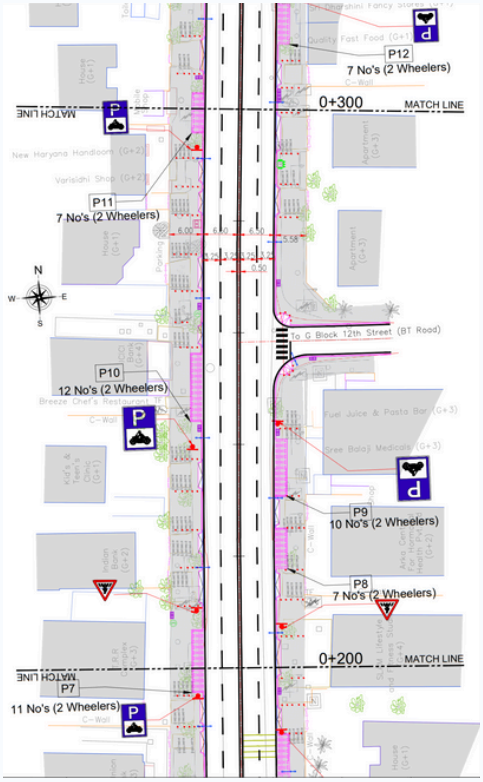
1. Review area-level parking management plans periodically
2. Engage with the Housing and Urban Development Department (HUDD) to revise the TNCDBR and other relevant statutory documents to embed progressive parking management measures.
3. Engage with the HUDD to approve and notify the area-level parking management plans under the Tamil Nadu Town and Country Planning Act, 1971 and amendments thereto.

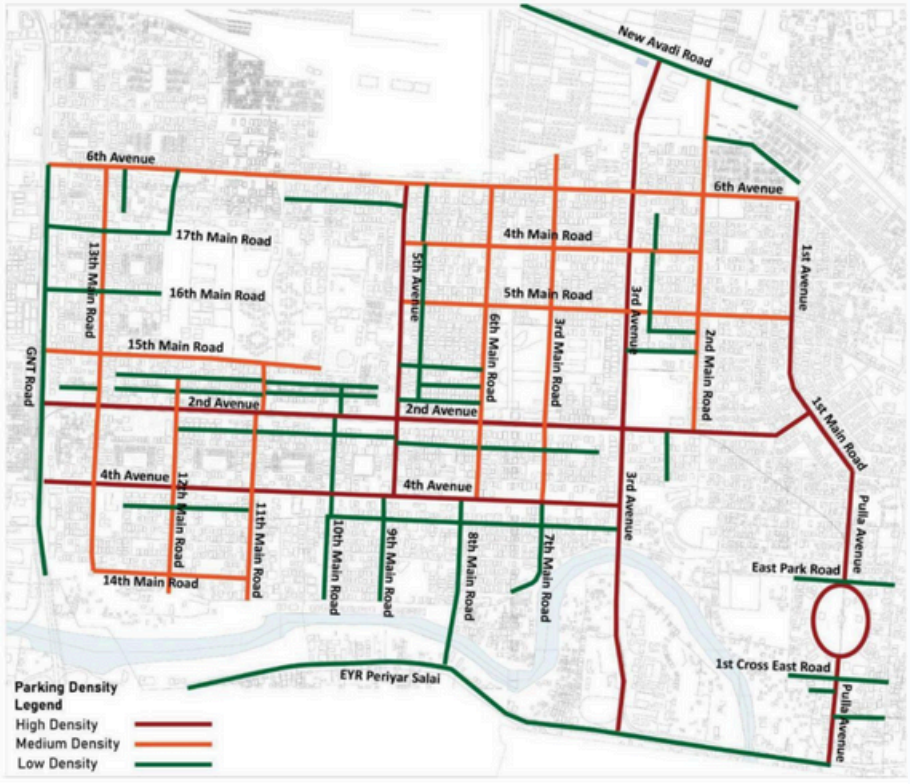
Parking Management Unit (CUMTA)

1. Prepare a Parking Strategy & Action Plan, and Area-level Parking Management Plan
2. Prepare guidelines for creating Area-level Parking Management Plans
3. Prepare a standardised Parking Signage Manual
4. Collect, compile, and manage parking data and provide quarterly updates to the CUMTA's Digital Chennai subcommittee.
5. Organise coordination meetings to review plans, resolve conflicts, and enable a seamless implementation.

Parking Management Cell

1. Implement area-level parking management plans prepared by Single Authority or CUMTA.
2. Prepare an inventory of total parking spots (both on-street and off-street) available in parking management areas periodically.
3. Develop an operations plan and integrate with centralised digital solution/PIMS developed by Single Authority or CUMTA.





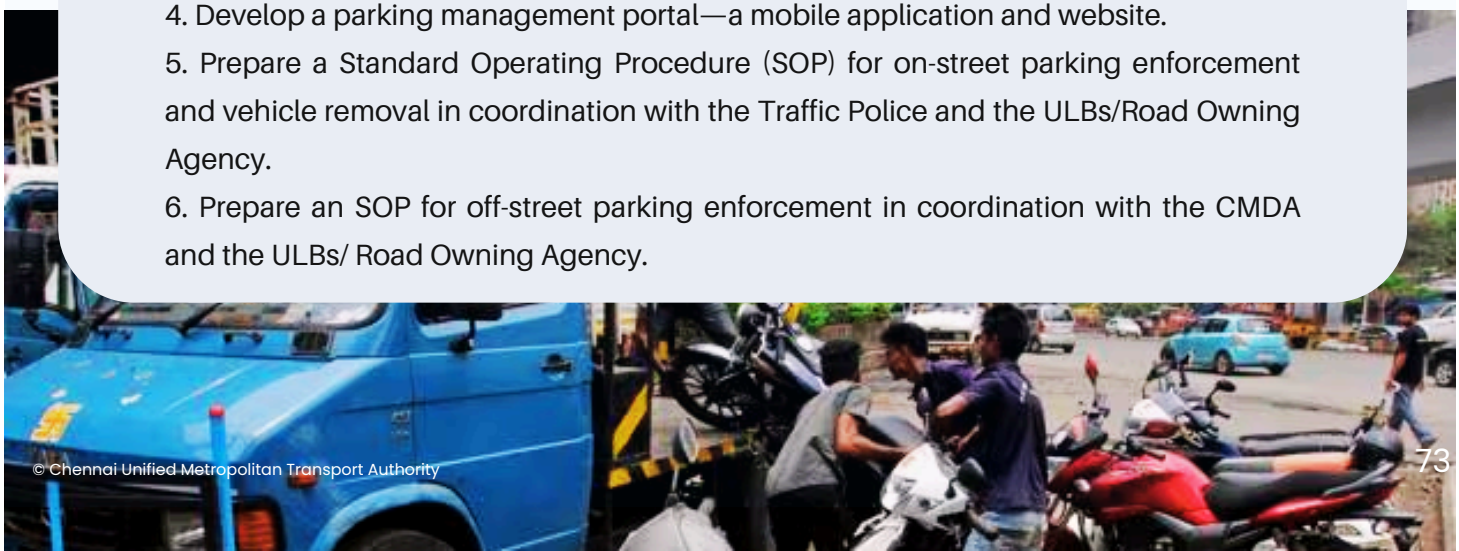
Pricing and Enforcement

CUMTA's Executive Committee (EC)

i. Engage with the Transport Department and work closely with the Regional Transport Officers to introduce 'Proof of Parking' to purchase new vehicles.

Parking Management Unit (CUMTA)

1. Implement the strategies listed in the parking policy - parking strategy and action plan.
2. Recommend parking fees and other related charges and review them periodically to reflect changing demand patterns per the policy.
3. Hire competent parking management service providers to manage parking fee collection and enforce parking effectively.
4. Develop a parking management portal—a mobile application and website.
5. Prepare a Standard Operating Procedure (SOP) for on-street parking enforcement and vehicle removal in coordination with the Traffic Police and the ULBs/Road Owning Agency.
6. Prepare an SOP for off-street parking enforcement in coordination with the CMDA and the ULBs/ Road Owning Agency.

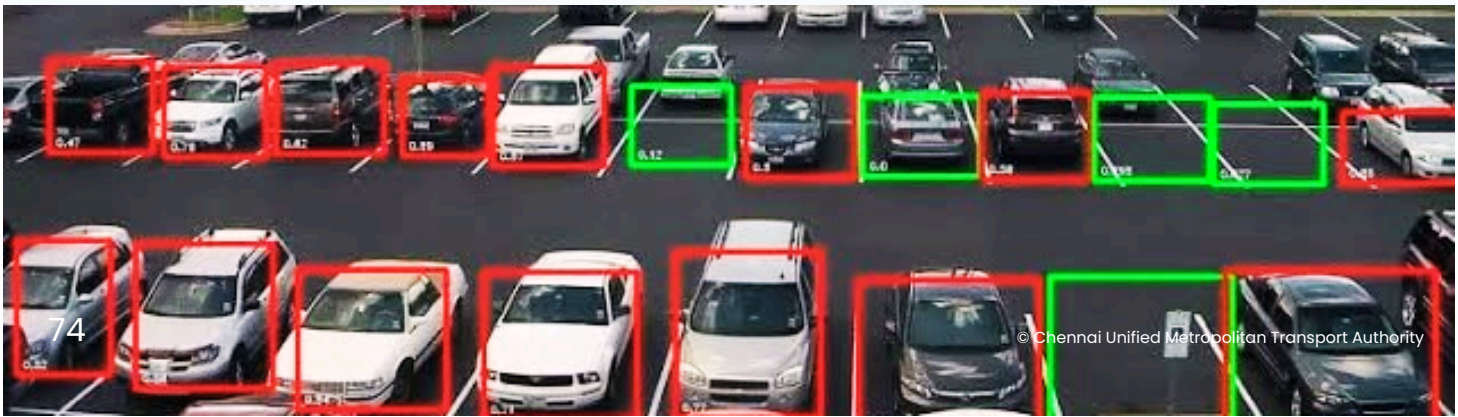


Parking Management Cell

1. Hire competent parking management service providers to manage parking fee collection and enforce parking effectively.
2. Form Parking Task Forces for every parking management area in collaboration with Traffic Police and ULBs/ Road Owning Agency to monitor parking operations and enforce parking rules and regulations.
3. Train the Parking Task Forces on the various components of parking management, such as planning, design, implementation, enforcement, communications, and stakeholder engagement.
4. Provide customer support, collect parking fees, and enforce fines on parking violations per the following guidelines:

a. Parking in no parking area shall imply a parking fine in addition to the towing charges and impounding charges as recommended in the Area Level Parking Management Plan.

b. Parking in designated parking without payment of fee shall imply Parking fees, clamping, towing and impounding charges as recommended in the Area Level Parking Management Plan.



c. The Traffic Police or any agencies/personnel authorised by the Traffic Police shall penalise vehicles through parking violation charges and appropriate legal action if they hinder traffic movements, such as parking in no-parking zones, parking outside designated slots, double parking, parking on intersections, parking at bus stops, and parking in front of entry/exit gates.

i. The Traffic Police or any agencies/personnel authorised by the Traffic Police shall move the violated vehicle to a priced parking slot available in the vicinity and may collect towing charges in addition to the applicable parking fees and violation charges.

ii. Parking violation charges shall depend on the severity of the offence. For example, parking violations that endanger road users' safety shall attract higher charges (a price that deters one from committing the offence again). Additionally, the charges shall depend on the time between the violation detection and payment.

d. Conduct regular inspections and penalised violations in off-street private parking facilities in coordination with the CMDA.

Reinvestment

CUMTA's Executive Committee (EC)

Approve the annual reinvestment plan for parking revenue and issue a NOC to ensure that the surplus parking revenue (after paying for all operating expenses, share of ULB's, Vendors, etc.) is ring-fenced and only utilised for local area improvements such as better footpaths, cycling facilities, public spaces, road surfacing, and public transport services such as buses or public bicycle sharing systems.

Parking Management Unit (CUMTA) / Parking Management Cell

Prepare an annual reinvestment plan for parking revenue and implement the proposals on approval from CUMTA's Authority.

Street Redevelopment t in Harrington Road Chennai | Source: ITDP India

Implementation, Monitoring and Evaluation

CUMTA's Executive Committee (EC)

i. Review the five-year roadmap annually and track progress against the KPIs identified in Chennai's parking strategy and action plan.

Parking Management Unit (CUMTA) / Parking Management Cell

i. Conduct capacity-building programmes for the ULBs to implement Area-level Parking Management Plans.

ii. Develop a communication and outreach strategy, roll out various campaigns, and conduct stakeholder meetings to bring awareness to the benefits of parking management and inspire behavioural change.

iii. Monitor the performance of the ULBs/ Road Owning Agency/ Parking Task Force and the hired service providers (e.g. occupancy rates in paid parking areas, enforcing parking violations etc.) and oversee their role to ensure all contractual obligations are fulfilled in implementing area-level parking management plans.

Note:

- The parking management revenue shall be directly credited to an escrow account set up by the ULBs/ Road Owning Agency or agencies authorised by the ULBs (Parking Management Unit).

- The primary accountability and responsibility towards implementing the parking management measures rests with the ULBs/ Road Owning Agency. However, the ULBs/ Road Owning Agency may delegate this responsibility in part or whole to the CMA's Parking Management Unit (CUMTA) for a stipulated period. In such a case, the Single Authority/CUMTA shall plan, implement, and monitor parking management measures in coordination with the ULBs.

- In such a case, the Parking Management Unit (CUMTA) shall perform the roles and responsibilities as mentioned in Appendix-2.

- In cases where the ULB/ Road Owning Agency leads the parking management measures, an in-house Parking Management Cell (PMC) shall be set up to implement and enforce the Area Level Parking Plan prepared by Single Authority/CUMTA. The role of Single Authority/CUMTA will be to prepare the Area Level Parking Plan and monitoring.

This Policy shall be valid from the date of the Policy notification and extended to a period till a new Policy is announced

On-street parking management in Besant Nagar Chennai | Source: ITDP India

ABSTRACT

Urban Development – Chennai Unified Metropolitan Transport Authority – Publication of Draft parking policy for Chennai Metropolitan Area - Approved – Orders - Issued.

HOUSING AND URBAN DEVELOPMENT [UD3(2)] DEPARTMENT

G.O.(Ms.) No.9 **Dated:20.01.2025**

குரோதி வருடம், தைத்திங்கள் 7.

திருவள்ளுவர் ஆண்டு: 2055.

Read:

1. Announcement made by the Hon'ble Minister for Housing and Urban Development Department on 13.06.2024.
2. From the Special Officer, Chennai Unified Metropolitan Transport Authority, letter No.CUMTA /0072/2022, dated 22.11.2023, 29.11.2023, 12.12.2023, 2.04.2024 and 25.09.2024.

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ORDER:

The Hon'ble Minister for Housing and Urban Development has made an announcement that a parking policy will be formulated for Chennai Metropolitan Area on 13.06.2024 in the floor of Assembly during the budget session.

2. Pursuant to the above announcement, the Special Officer, Chennai Unified Metropolitan Transport Authority has furnished the draft Parking Policy that has been formulated considering the remarks / suggestions / comments of the Stakeholders Departments such as Transport, Highways and Minor Ports, Municipal Administration and Water Supply and Home Departments and also the National Transport Development Policy Committee Report and after duly studying the parking policies followed in other cities in the country. The policy proposes parking management recommendation through statutory process including integration of parking management measures with Master Plan/Development Plan and Building Control/ Development Regulations and the non-statutory process with a tri-fold approach of Planning and Design, Pricing and Enforcement and Reinvestment.

3. The Government, after careful examination approve the Parking Policy, Parking Management Strategy and Action Plan formulated by Chennai Unified Metropolitan Transport Authority for Chennai Metropolitan Area as annexed to this order.

4. The Member Secretary, Chennai Unified Metropolitan Transport Authority is directed to publish the same and to ensure the implementation of the Parking Policy, Parking Management Strategy and Action Plan as formulated by Chennai Unified Metropolitan Transport Authority in Chennai Metropolitan Area in a phased manner.

(BY ORDER OF THE GOVERNOR)

KAKARLA USHA,
ADDITIONAL CHIEF SECRETARY TO GOVERNMENT.

To
The Special Officer, Chennai Unified Metropolitan Transport Authority,
Chennai-600035.

Copy to:
O/o The Hon'ble Chief Minister, Secretariat, Chennai-9.
The Senior Personal Assistant to Hon'ble Minister (Housing & Urban Development), Secretariat, Chennai-9.
The Senior Personal Assistant to Hon'ble Minister (Municipal Administration and Water Supply), Secretariat, Chennai-9.
The Senior Personal Assistant to Hon'ble Minister (Public Works), Secretariat, Chennai-9.
The Senior Personal Assistant to Hon'ble Minister (Transport), Secretariat, Chennai-9.
The Private Secretary to Additional Chief Secretary to Government, Housing and Urban Development Department, Secretariat, Chennai-9.
The Private Secretary to Secretary to Government, Highways and Minor ports, Secretariat, Chennai-9.
The Private Secretary to Additional Chief Secretary to Government, Transport Department, Secretariat, Chennai-9.
The Member Secretary, Chennai Metropolitan Development Authority, Chennai-8.
The Commissioner, Greater Chennai Corporation, Chennai-3.
The Commissioner of Police, Greater Chennai, Chennai-7.
The Commissioner of Police, Avadi/ Tambaram, Chennai-45/54.
The Managing Director, Chennai Metro Rail Limited, Chennai-8.
Stock File/Spare Copy.

//FORWARDED BY ORDER//

20/01/25

SECTION OFFICER.

20/1/25

On-street parking management in Mahalingapuram Chennai | Source: ITDP India

On-street parking management in Sterling Avenue Chennai | Source: ITDP India

On-street parking management in Ethiraj Salai Chennai | Source: ITDP India

Chennai Unified Metropolitan Transport Authority (CUMTA)

(An Authority under Government of Tamil Nadu)

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