



Bangalore Chamber of Industry and Commerce

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24th August 2009

Devesh R Agarwal
Chairman
Infrastructure Expert Committee, BCIC

Mr. Mohammed Moshin, I.A.S.
Joint Secretary to Government and Director
Urban Land Transport
Room No. 340, 3rd floor,
Vikasa Soudha, Bengaluru – 560 001.

Dear Mr. Moshin,

Public Workshop on the Bangalore Mobility Indicators – 2009, Pedestrian Policy and Parking Policy for Bangalore Metropolitan Region

We are in receipt of your letter dated 12th August intimating about the Public Workshop you had convened on Saturday, 22nd August, 2009 to elicit suggestions and opinions from the public on the Parking Policy and Pedestrian Policy for Bangalore.

As the Chairman of the Infrastructure Committee of BCIC, I would like to place before you the following suggestions with regard to Parking Policy and Pedestrian Policy :-

PARKING POLICY

Under the existing policy, parking of vehicles should be disallowed in public places unless specifically a parking sign is placed. There are no earmarked parking slots for vehicles and most of the vehicles are being parked wherever the motorists finds a place and even sometimes they are parked at **NO** parking zones.

Suggestion: It is recommended that Parking should be allowed where a P (parking) sign is placed. This will also have the added benefit of forcing the builders/developers to provide adequate parking for their tenants and their customers. If the Traffic Police properly implement the rule, it will generate income by way of fines from the parking violators.

Cost of parking in the Central Business Districts (CBD) to be increased appropriately and the funds collected should be utilised to improve the pedestrian facilities and subsidise a circular CBD shuttle bus system.

PEDESTRAIN POLICY

Suggestion: Good Pedestrian Paths are essential for the success of upcoming Namma Metro. It is a proven fact across the world that comfortable pedestrian pathways increase the catchment area of Metros from 5 minutes walk to 15 minutes walk.

By increasing the pedestrian facilities, it will encourage the citizens to use the Pedestrians Pathways up to 15 minute walk thereby avoiding use of vehicles for short distances.

The pedestrian facilities must make it easy to reach public transport facilities which will reduce demand for ODPT (on demand public transport) like auto-rickshaws and taxis.

Traffic signals have to be upgraded for better traffic movement/management. It has been observed that the pedestrian signal is the first thing that fails in the traffic signal system.

We observe that many of the broad one way streets like Cunningham Road, FM KM Cariappa Road, Richmond Road, etc., which have been converted to one-way, should have adequate signals to provide crossing of Pedestrians. Also at many signals the Pedestrian signals which are damaged or dysfunctional should be repaired and maintained. Hence we suggest that efforts should be made for proper provisioning and maintenance of Pedestrian Signal Crossings for the safety of Pedestrians.

We hope our above suggestion will be duly considered and as a responsible Chamber of Industry from the City of Bangalore we assure you our support and co-operation in all your efforts and we would be glad to associate ourselves in any the Special Committees your are planning to constitute in this regard.

Thanking you and with kind regards



(Devesh Agarwal)