



United Residents Joint Action of Delhi

Registered Office: 14A/23 W.E.A, Karol Bagh, New Delhi 110005, Tel 41556177,25746991 Fax: 46623426,
Email: urja@rwc-mc.org, www.facebook.com/pages/United-RWAs-Joint-Action-Delhi-URJA/www.urjadelhi.org

28th February 2018

Secretary cum Commissioner Transport

The Transport Department, Govt. of Delhi
5/9 UNDER HILL ROAD, DELHI-110054
Email: commpt@nic.in

Sub: objections/suggestions to Draft Guidelines on Area Parking plans for the benefit of residents and stakeholder agencies.

Dear Sir

The following are the suggestions of URJA on the Delhi Maintenance and Management of Parking Rules. The same were arrived at after long deliberations with Several eminent experts, URJA Coordinators, Other RWA federation heads as well as political party workers all of who are a regular part of the URJA platform While a day or two late we hope you will take the same on board as they will provide the Government with valuable insights

- Define area boundary: The PMAP mentions a geographical/Natural feature, roads as boundaries. There was concern that a PMAP that overlaps across wards will create another set of multiple councillors and Municipal staff to chase. This should be considered and boundaries as much as possible should be contiguous with Municipal wards.
- The apex monitoring committee headed by the Chief Secretary of Delhi has no political representation. This is a recipe for failure. URJA has repeatedly asked for inclusion of political representation in such committees in keeping with democratic principles. This may be considered if the Government really wants to achieve results.
- The Parking management area plan for national capital territory of Delhi: A guidance framework should be reviewed every two years to ensure that best practices are upgraded if needed to meet emerging challenges. There is a need to make better local area plans which are non-existent currently
- RFID & High Resolution CCTV with analytics – use digital technology to generate challan and control corruption. It was felt and noted that despite URJA's several appeals the GNCTD has failed to put technology for bus movements and car challoaning in place. Other cities like Kolkata have been more successful
- Space Management for creating Parking lots in the above mentioned area boundary by way of conducting survey and analyzing. Help should be taken from councillors and RWA which are aware of vehicle movements and local parking habits.
- App based support for parking management and real time availability of parking slots should be considered. URJA can assist in the development of such a platform by providing real time inputs

URJA, the apex body of RWA in Delhi, was set up in 2005 and gathers, analyzes, disseminates information & aggregates public opinion to demand efficient delivery of civic amenities, health services, security, clean air, and water to residents of Delhi through an accountable, efficient, and responsive Government. We connect and network with 2500 RWA apart from several significant NGOs. URJA is a volunteer led, not for profit organisation

- Revenue sharing of auctioned parking lots with RWAs shall be integrated with the swachh bharat and environmental initiatives etc. Can be used for subsidizing the development of public spaces and public transport
- Annual audit of parking charges should show how the funds were spent area wise to build accountability and public faith in paying more

Session 2 - **Consultation with RWAs, the following points were made:**

- a) Set norms for RWAs engagement like Membership, audit report, no. of paid membership, & minimum registration under SRA 1860 for at least 3 years.
- b) Add RWA to the task force in case of shortage of officers
Clarify the designated officers and agency/department for more transparency and accountability as well as reduction of corruption
- b) In case of stilt parking the entry and exit points should be delineated. The remaining frontage should not restrict parking options.
- c) Stilt parking if available shall be used for parking only , those not utilizing it so shall be heavily fined
- d) Zero tolerance on encroachments on public land and footpaths
- e) Guidelines/rules must be framed for the multiple number of four wheelers owned by individual
- f) Designate space for one car each household
- g) Create multi-level parking within the open space
- h) Use technology to enforce better management
- i) E rickshaws parking and its electric charging points shall be fixed around metro stations or bus stops
- j) Multilevel parking of malls and other commercial places may be utilized for the parking by residents during night.

Additionally it was felt:

- That great harassment is caused to the public visiting Government offices where parking spaces have been reserved and exclusively appropriated by officers for themselves in utter disregard to the hardship caused to people who visit with their grievances.
- Many parking spaces are left vacant just out of officiousness. Municipal centers like the NDMC Headquarters in Lutyen's Delhi and the Civic Centre are prime examples of this unfair practice.
- Public dealing offices should be allowed to park inside on payment of parking charges.
- Also, that systems should be put in place such that parking in Private, Public, building and Malls should be made available at night to vehicles and preferably to radio cabs to assist in the development of common cab usage as compared to personal cars

Sincerely



Atul Goyal, President

URJA, the apex body of RWA in Delhi, was set up in 2005 and gathers, analyzes, disseminates information & aggregates public opinion to demand efficient delivery of civic amenities, health services, security, clean air, and water to residents of Delhi through an accountable, efficient, and responsive Government. We connect and network with 2500 RWA apart from several significant NGOs. URJA is a volunteer led, not for profit organisation