The Case for Dis-incentivizing Parking Spaces

What is the issue?

\n\n

\n
- Delhi’s administrators have conveniently stated that the only solution to the air pollution lies in curtailing stubble burning in the neighboring states.
\n
- This narrative has deflected attention from what Delhi can potentially do.
\n

\n\n

How menacing are private cars?

\n\n

\n
- Our urban planning guidelines have been incentivizing private car ownership at the expense of congestion and deteriorating environmental quality.
\n
- Notably, at the present congestion levels, Delhi wastes around $1.6 million worth of fuel every day, while air pollution results in eight deaths per day.
\n
- The Capital currently has more than 157 cars per 1,000 residents, and is expected to go up to 380 cars per 1,000 people by 2025.
\n
- Since car owners gain from these but the costs are borne by everyone, our urban policies are essentially hurting those who rely on public transport.
\n
- As more vehicles would among other issues, add to the pressure on our roads, it is imperative for urban policy in India to dis-incentivize car ownership
\n

\n\n

What can be done?

\n\n

\n

- **Parking Spaces –** Low-cost public parking and housing policies that mandate for minimum parking lots in residential buildings need to be done away with.
\n
- Even in residencies where people can't afford their own vehicle, parking spaces are mandated, which drives up housing costs considerably in cities.
\n
- Also, access to parking was found to induce residents to drive more in private cars, even for trips to areas which are well served by public transport.
\n
- As detrimental effects of treating parking as a public good are being realized, many cities across the world have already recalibrating their policies.
\n
- Notably, National Urban Transport Policy (NUTP) of 2006, had argued for a fee based parking model for Indian metros, but hasn't found favour with authorities.
\n
- **The Future -** In order to make owners internalize the costs of driving private vehicles, cities need to charge at least the basic market price for parking spaces.
\n
- This requires more effective enforcement of parking rules by cities in addition to more transparent and effective collection mechanisms for parking fees.
\n
- For a brighter future, it is time for urban policies to be driven less by the priorities of the influential elite, and more for the welfare of everyone.
\n

\n\n

\n\n

Source: Live Mint

\n

SHANKAR IAS PARLIAMENT
Information is Empowering