Car Restraint Strategies and Parking Policy in Dhaka

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Transportation

- Movement
  - People / Goods
    - Continuous (pipe)

- Transport System
  - Fixed Facilities
  - Flow Facilities
  - Control
Transport in Dhaka
Vehicle Fleets

Different Type of Vehicle Units (Motorized) in 1997 and 2003

Public Transport
Transport in Dhaka
Modal Share of Trips

• Bus or minibus 44%, rickshaw 34%, walking 14%, and other motor car 8% (STP, 2004).
• Rickshaw 38.7% (DHUTS, 2010)
  (41% school trips, 29% home to work trips, 47.4% female)
Transport in Dhaka
Why Car Restraint?

- Efficient use of infrastructure
  - Congestion reduction
  - Reducing negative externalities
- Providing infrastructure Vs. Managing travel demand (TDM)
Car Restraint Strategies

- Dutch ABC Policy: land use control and transport access
- Road Use Charging (RUC)
  - Road pricing: Hong Kong
  - Congestion charging / Area licensing: London, Singapore
- User taxes on fuel
- Financial restraints on vehicle ownership
- Parking control
Parking Policy in Dhaka

- On-street parking: congestion; cannot be totally eliminated
- Off street parking by civic authority
- Market price, use of land
- Parking regulation
- Non-restrictive policy
- Enforcement of regulations
- Parking provisions incorporated in the Building Construction Rules
- Park & ride facilities at public transport interchanges
Car-oriented infrastructure  Vs. Pedestrian-oriented liveable city
Thank You