

Car Restraint Strategies and Parking Policy in Dhaka

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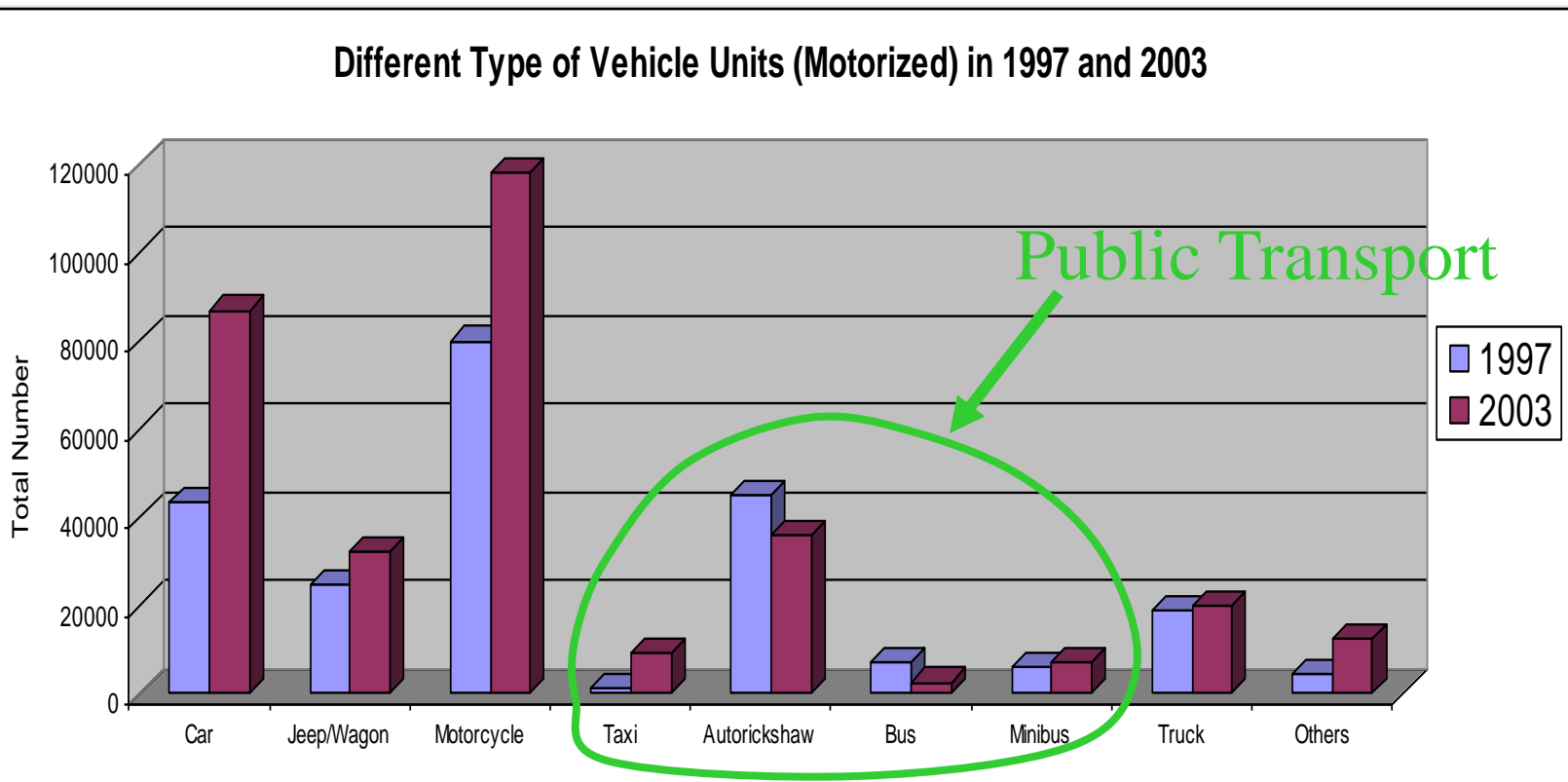
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Transportation

- Movement
 - People / Goods
 - Continuous (pipe)
- Transport System
 - Fixed Facilities
 - Flow Facilities
 - Control

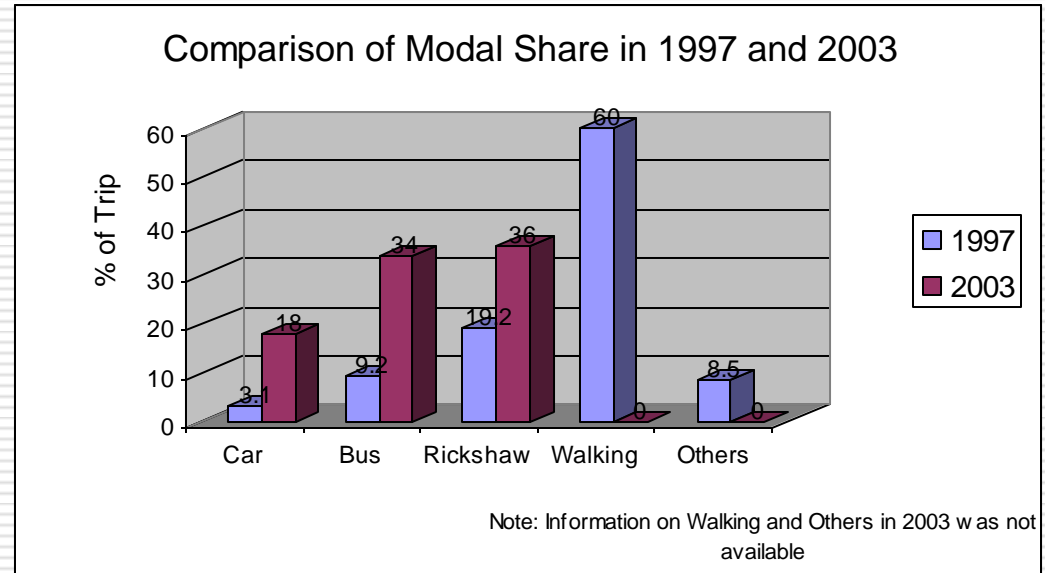


Transport in Dhaka Vehicle Fleets



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

