

SRINAGAR METROPOLITAN AREA PARKING POLICY

**Notification No. 07 SMC of 2011, dated 13.10.2011, Srinagar
Municipal Corporation**

In exercise of the powers conferred under Section 42 of the Jammu and Kashmir Municipal Corporation Act 2000 and pursuant to the approval conveyed by the Government vide No. CEO/SUIDA/319/2010/159 dated 07/09/2011 "the Srinagar Metropolitan Area Parking Policy" is notified herewith.

The policy shall be adopted from the date of its publication in the Government Gazette.

SRINAGAR METROPOLITAN AREA PARKING POLICY

Srinagar city is on the threshold of being declared a metropolitan area with an estimated population of 1.3 million in 2010. As a sequel to National Urban Transport Policy, Srinagar should have its own Urban Transport Policy in the form of a set of coherent and comprehensive set of guidelines. A paradigm shift is needed in transport operations from accommodating the ever increasing number of private vehicles through additional road infrastructure to placing more emphasis on urban transport, low-cost public transport, and in addressing safety and environment issues. In dense urban context, cars are the most inefficient system of transport, creating traffic jams and needing more parking spaces. There is a need for a more sustainable transport system correcting apathy towards public transport system and imbalance in the modal mix of different modes.

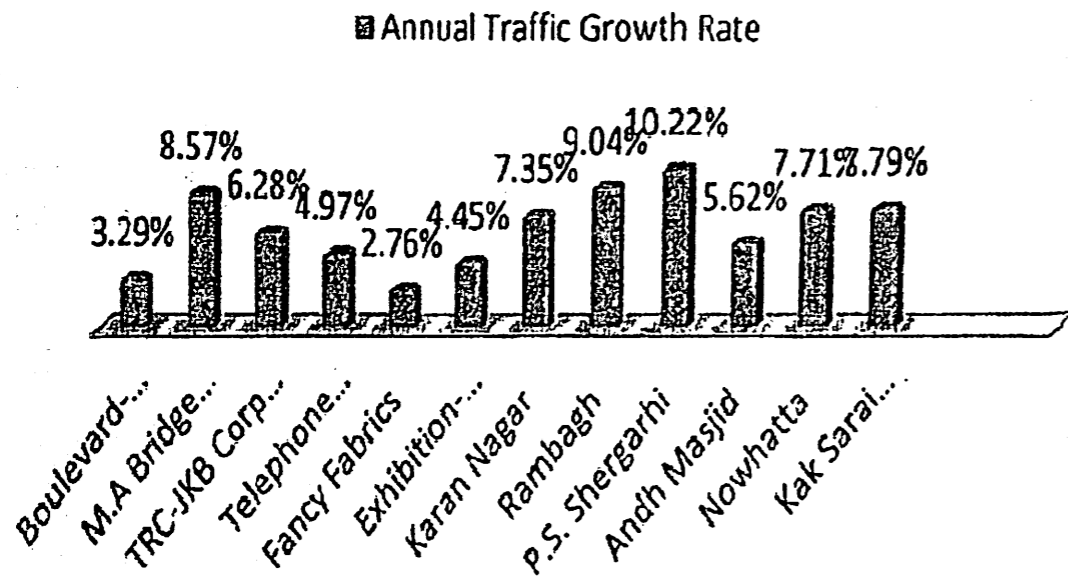
Background

The annual growth rate of population in the city has been modest at 2.5% during 1981-2001 period, whereas the annual growth rate of traffic on the streets and the intersections of Srinagar during 1992-2006 period can be compared to the highest in the Country. After adjusting the actual traffic survey figures for the seasonal variation, the annual growth of traffic on an average on comparable data has been 8.75% for 1988-2006. The annual average growth rate of traffic not adjusted for the seasonal variation of traffic has been 6.75%.

Cars and motorized two wheelers constituted 37% of the total traffic of Jahangir Intersection in 1988, whereas these two modes constituted 43% of the total traffic at the intersection in 2006. Conventional Buses and Medium Buses (Mini Buses) decreasing from 25% in 1988 to 14.5%

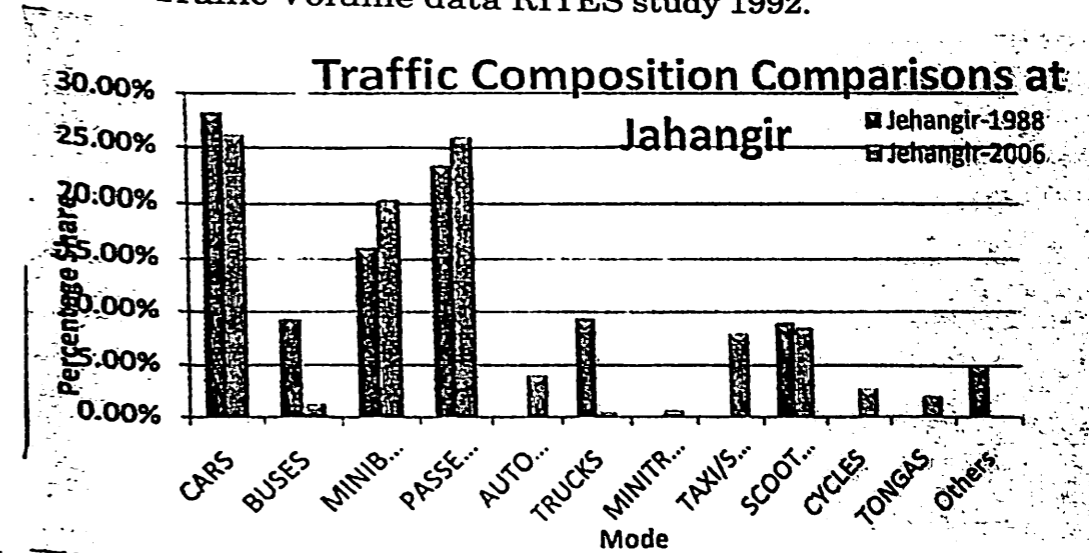
in 2006. The share of passenger autos has increased from 23.5% to 26%. The causes of the existing scenario of traffic jams and chaos are the population growth, high motorization rate and the doubling of vehicle fleet every 5-7 years.

Annual Traffic Growth Rate at Intersections (unadjusted)



Source:

1. Town Planning Organization Traffic Volume Count 2006.
2. Traffic Volume data RITES study 1992.



Source:

3. Town Planning Organization Traffic Volume Count 2006.
4. Traffic Volume data RITES study 1992.

The trajectory of urban transport policy, which is skewed in favor of private (two wheelers and cars) and IPT (taxis and auto-rickshaws) as opposed to public and non-motorized modes of transport, such and bus system and bicycles-needs quick correction.

Need for Parking Policy

Parking policy for the city will be the major determinant of the fate of central areas, CBD or the downtown. This policy will be complementary to the public transport policy and urban transport policy of the state. The city is facing traffic jams with on street parking devouring two lanes on major streets and does not even have an organized and a well delineated parking lot. In order to give impetus to the development of (parking infrastructure especially multi-level parking the local authority will have to think in terms of higher FAR and TDR for the multilevel parking lots. The National Urban Transport Policy recognizes that in a developing economy, ownership of personal vehicles will continue to increase for the next few years. Hence, the Policy does not discourage the ownership of such vehicles but only seeks to discourage daily usage. Parking policy will be used to serve the objectives of equitable utilization of road space hence preferential treatment to public transport system.

Basic Principles of Sustainable Parking Policy

- * The demand for parking is influenced by pricing and travel alternatives
- * Parking policy not to create excess supply but to encourage balanced transportation systems and reinforce central areas
- * Establishing transit zoning districts and reducing parking requirements
- * The supply and price of off-street and on-street parking influence each other
- * Conservative parking requirement allow better accommodation for public transit, walking and bicycling

Objectives of Parking Policy

- * Persuade people to use public transport by giving preferential treatment to public transport over motorized individual modes and through integrated multimodal transport system
- * Establishing transit zoning and reducing parking requirements
- * Graded scale of parking fee-high parking fee in CBD and low parking fee on the periphery-ensuring the recovery of the economic cost of land used in parking
- * Standardization of the policy of parking requirements especially for commercial and institutional activity
- * Integration of the public transport systems with the parking lots with incentives for using public transport for trips to city centre

Salient Features of the Policy

1. City divided into three major zones:-
 - a. CBD the predominantly commercial and institutional areas including the Lal chowk and Batmalloo area bound by Bemina Chowk in the West, Sonwar in the West, Munawarabad in the North and Rajbagh in the South;
 - b. Mixed zone 2 with significant commercial and institutional activity including the Core city mixed with residential land uses;
 - c. Predominantly residential areas on the peripheral areas of Srinagar including the newly developing commercial areas.
2. Zone 1 will be the least attractive for individual modes with incentives to public transport facilities and high parking fees. High

parking fees in the long run can be used to subsidize the public transport services in CBD. No on-street parking will be allowed in this zone.

3. Impetus to the development of parking infrastructure on periphery of Zone 1 in Zone 2 through relaxed FAR and TDR ensuring low parking fees. The parking lots will have public transport-Bus Parking in the ground floor for multimodal integration. On-street parking can be allowed on designated streets for short term parking at a parking fee.

4. Zone 3 will have parking lots and also on-street parking facilities with very low parking fee structure.

5. Introduce "in lieu parking fee" by reducing minimum parking requirements in exchange for a fee paid to SMC for the construction of shared public parking facilities

Forms of parking requirement:

The following forms of parking requirements exist:

1.	Parking near residential areas
2.	Parking near commercial/shopping areas
3.	Parking near office and educational institutions
4.	Parking in hospitals and other medical establishments
5.	Parking near recreation centers

The requirement for parking can also be classified into different categories based on time duration as follows:

1.	Short duration parking, generally of less than half an hour
2.	Medium duration parking of up to about four hours
3.	Long duration day time parking of up to 12-16 hours
4.	Overnight parking

Technologies for parking:

This policy also recognizes that the following technologies are available for providing parking spaces:

1.	At-grade parking
2.	Multi-storied manual parking spaces
3.	Multi-storied semi-automatic parking spaces

4.	Multi-storied fully-automatic parking spaces
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In the above categories, the multi-storied parking spaces could be underground or over-ground.

Each of the above parking technologies is vastly different from the other in terms of the capacity that it can offer on a specified area of land and in terms of the cost of providing such space. While at-grade parking is the easiest and cheapest to provide, it also provides the least capacity. Multi-storied manual, semi-automatic and fully-automatic parking complexes provide increasing levels of capacity in that order, but are also more expensive in the same order. Accordingly, parking technologies have to be carefully chosen to make the best use of the land available. No single technology can be taken as a standard across the city and the requirements will vary from location to location.

FORMS OF PARKING

a) Parking near Residential Areas

* The municipal bye-laws would be modified to ensure that building plans include provision for adequate parking before they are cleared by the municipal authorities. In doing so, norms will be laid down for the number of parking spaces that should be provided in different kinds of residential areas. For example, in high income areas a norm of 2 car spaces for each residential unit and for the upper middle class areas a norm of one car space for each residential unit would be adopted. Additionally, a compulsory 20% of extra parking space will have to be provided for visitor parking. Middle income colonies would require some space for cars and some for two wheelers. Therefore, a norm of 1.00 Equivalent Car Spaces (ECS) per residential unit will be adopted. Low income colonies would only need space for two wheelers and bicycles. Hence a norm of 0.5 ECS per residential unit will be used. Specific norms will be spelt out and notified for each residential area based on the above principles by SMC.

* Where parking is not permitted within the compound by a society, the residents will have to pay commercial rates for on-street parking. Where the buildings do not have provision within the compound, some concessions could be permitted for night time parking, but day time parking charges will be at commercial rates in keeping the residential colonies cleaner and more liveable.

* In case of existing old residential areas, efforts will be made to discourage on street parking. Only 1 ECS will be permitted per household and the same will be charged. Open/vacant land (wherever available) will be

sought for developing a pay and park system by the SMC so that additional space is made available specifically for households that require more than 1 ECS in the old city areas.

b) Parking near Commercial areas

There will be a need for parking space at such locations. Further, markets attract short, medium and long duration parking. Shoppers will need short term parking and shop-Owners will need long duration parking.

The parking rates would be reflective of economic costs of the land, the size of the vehicle and the levels of congestion in the area;

Depending on the space available and the capacity required, decisions would be taken with regard to the technology to be used for off street parking. In doing so, it is necessary to have open spaces for a healthy living and not allow all such spaces to be occupied by parked motor vehicles.



- Khoja bazaar
- Alamgari bazaar
- Lal bazar
- Badshah Chowk
- Polo view market
- Jhelum Market

- * On street parking would be permitted only along one lane, with higher parking fee as compared to the available off street parking space, if any.
- * Cost of parking inside multilevel car parks and at grade off street parking spaces would be kept comparable.
- * Freight vehicles would be allowed entry for off-loading their goods only at night or in the early morning hours.

c) Parking near Office and Educational/Institutional areas

With regard to commercial and office areas, those which are well-connected by good public transport would have restricted parking availability or would have a high parking fee. This would be a means to encourage them to use public transport for their daily commute to work rather than use personal motor vehicles. Those who would still like to use their personal motor vehicles would need to pay the full value of the parking space they occupy.

- Residency Road
- Nowhata
- Iqbal Park

In office/commercial areas which are yet to be connected with good public transport, all efforts will be made to quickly provide good public transport connectivity. However, till such time as acceptable public transport connectivity is available, parking space for long duration parking will have to be made available.

Long duration parking provision near new upcoming areas like Airport Road

No on street parking would be permitted in areas around office and educational areas.

Cost of parking inside multilevel car parks (if any) and at grade off street parking spaces would be kept comparable.

Differential parking rates for duration and size of car would be introduced around school areas, to discourage private vehicles from ferrying students and encouraging greater use of school buses.

No on street parking on Residency road and narrow stretches (less than 7m width) near IGNOU regional centre and educational areas around Bakshi Stadium

There would be a limited requirement for parking space at institutes of higher education. Again, in such cases, the emphasis would be on making investments in public transport rather than on parking space.

d) Parking in hospitals and other medical establishments

* For all hospitals and other medical establishments, it will be necessary to provide a reasonable amount of parking space, as visitors/patients would not be able to use public transport. Some would use personal motor vehicles and will need parking space; others may use para transit, thus creating a demand for short duration parking. Accordingly, short and long duration parking spaces will be provided at such locations. White short duration parking will be free of cost, medium and long duration parking will have to be paid for, through a parking fee. The fee would only recover the cost of providing the parking space, not the cost of the land involved.

\$\$\$ Image

University area, Hazratbal Road, Medical College near Gole Market Masjid

e) Parking near recreational areas

- * Differential parking rates for duration (only) to be incorporated depending upon the space availability in the area which may be dedicated to parking. Differential rates for the size of vehicle may not be necessary.

I SPECIFIC INTERVENTIONS

- a) No on-street parking would be permitted at locations on primary and secondary road network where carriageway width is less than 7 meters
- b) Street parking would not be allowed on roads where V/C (volume/capacity) ratio is more than 0.8 or speeds less than 15km/hr
- c) Areas up to 100m from intersections on all arms and other critical locations would be kept free from parking and other encroachments
- d) Suitable kerbside lengths would be kept clear of parked vehicles near bus bays
- e) Bus bays to be provided at bus stops
- f) All bus routes would be declared as no-parking zones, to ensure better operational conditions for buses. Currently, the cars park right in front of the bus stops also, forcing buses to stop in the middle lane, thereby holding up the traffic in the other lanes also. Declaring these routes as parking free will ensure that this lane is also available for the flow of traffic, and buses can pull right up to the kerbs in order for passengers to board and alight.
- g) Effort shall be made to develop park and ride facilities at all public transport interchanges in the city.
- h) No parking would be allowed on raised footpaths or other corridors meant exclusively for pedestrians.
- i) The vacant plots of lands awaiting redevelopment could provide immediate off-street parking needs and the same could be operated by SMC/SDA on a lease agreement with the developer. This could be particularly beneficial along the main traffic routes where such parking areas could be organized on sites along the side roads. For larger developments such an agreement might include the construction of a car parking structure as a part of development.

- j) In all "no parking" areas, only alighting will be permitted i.e. one minute only. Whereas at Bus stops and on turnings, even stopping will not be permitted. A vehicle with a driver inside parked in a non permitted area would be considered as a parking rule violation and would attract normal penalty
- k) Any large scale new development would be mandated to submit an Impact Statement, clearly setting out the impact it will have on all urban infrastructure, especially the transport infrastructure.

II. TAXING INTERVENTIONS

- a) Registration rates for multiple car ownership would be raised for the second, third and subsequent cars owned.
- b) Driving offences would require to be handled with greater severity

III. ENFORCEMENT

- a) The local Police shall be responsible for enforcing parking regulations as notified by the Police Chief.
- b) They shall assign adequate number of police personnel of appropriate rank for surveillance and enforcement of parking regulations in each zone.
- c) Each zone shall have a tow truck to facilitate eviction of offending vehicles
- d) Tow trucks shall be requisitioned from private enterprises to facilitate enforcement of parking regulations. The operating expenses shall be recovered through penal fees collected from violators
- e) The parking policy once enacted by the City empowers the Police to enforce regulations contained therein, and police will exercise their powers to enforce the rules
- f) The Police and City will train and employ persons as Parking Wardens who will monitor the space usage on behalf of the police.
- g) They will be instructed to issue parking violation notices and to record reason and time and location. The notices are then acted upon by the police who may issue summons to owner of the vehicle incurring violation

- h) The use of automated systems would be encouraged for the enforcement agency to identify wrongly parked vehicles and fine them.

IV. RECOMMENDED BYLAWS INTERVENTIONS

a) Building specific parking space requirement

- * In all complexes including Residential Complexes, hotels, restaurants and lodges, business buildings, commercial buildings, institutional buildings like hospitals, educational buildings like schools and colleges, multi-storeyed buildings/complexes etc and all other non residential activities provision shall be made for parking spaces as per the following requirements

Category of building activity	Parking area to be provided as percentage of total built up area		
	In SMC Area	In rest of Authority area	Development
Shopping Malls with multiplexes, multiplex complexes, information technology enabling services	35%	30%	
Hotels, restaurants, lodges, cinema halls, business buildings, other commercial buildings, offices and high rise buildings/complexes	30%	20%	
Residential apartment complexes, hospitals, institutional buildings, industrial buildings, schools and colleges and other educational buildings	30%	20%	

- * The parking spaces may be provided in (for all schemes)
- Basements or cellars (one or more)/multi-level (allowed for plots 750 sqm and above only)
 - On stilt floor on in upper parking floors (at any level)

- In the open space over/setbacks (except the front set back) to be left around the building with adequate vehicular access, aisle, drives, ramps required for manoeuvring of vehicles or
 - Bundled parking area (in case of group housing scheme/residential enclave/cluster housing/row housing schemes) or
- * The other aspects for providing parking spaces are:
- Common and continuous cellar parking floors between adjoining buildings would be allowed depending upon structural safety aspects, mutual agreement between owners etc.
 - The parking spaces would be efficiently designed and clearly marked and provided with adequate access, aisle, drives and ramps required for manoeuvring of vehicles
 - Stilt floor/cellar parking floor shall be used only for parking and not any habitation purpose. Misuse of the area specified for parking of vehicles for any other use shall be summarily demolished/removed by the enforcement agency
 - For parking spaces in basements and upper stories or parking floors at least two ramps of minimum 3.6m width or one ramp of minimum 5.4 m width and adequate slope shall be provided. Such ramps may be permitted in the die and rear setbacks after leaving sufficient space for movement of fire fighting vehicles. Access to these may also be accomplished through provisions of mechanical lifts
 - Basement/cellar shall be set back at least 1.5m from the property line.
 - Up to 10% of cellar may be utilized for utilities for utilities and non habitation purpose like AC plant room, generator room, STP, electrical installations laundry etc.
 - Space over and above 6m in front setback may be considered as off street space
 - In respect of apartment complexes/building/block in sites up to 750 sq.m. the parking requirement shall be deemed to be met if the entire stilt floor is left for parking.
- * Encouragement for provision of parking complexes
- To encourage parking complexes, parking lots and enclaves, owners who develop parking complexes/parking lots, the flowing incentives would be considered.

- Equivalent built up area of such parking complex or area of parking lot as the case may be would be considered a Transferable Development right by the sanctioning authority
- In an existing area/locality, where an owner or two or more owners come together and develop combined or common parking complex, pedestrian plaza, subway or improve/facilitate additional access by linking with surrounding roads etc. for public usage are provided part of their premises/land development/improving the urban design aspects, additional bonus built up area/TDR would be considered by the sanctioning authority
- No fees and other charges shall be charged by the sanctioning authority for the area/floors developed as parking complex/parking lot.
- A moratorium on property tax for 5 years would be considered
- For the next 5 years - property tax shall be levied on the lowest slab of the residential category
- Such parking facility enclaves may be permitted along on of main commercial roads, city centre, close to bus stations, railway stations and any public transport system so as to encourage use of public transport etc. Access to these parking spaces in such complexes may be accomplished through provision of mechanical lifts. Such areas may be identified by the sanctioning authority and notified to public every year by 1st of April.

V. PARKING DEMAND ASSESSMENT

- a) Parking census would be undertaken annually to identify quantum and status of parking - on/off road, day and night time, at pay and park lots whether on/off road or the multi storied and underground, current prevalent prices of private parking - one time or per month.
- b) It is recommended that SMC carries out a wide ranging study of parking / trip generation to establish parking needs of various categories of land use activity. The data could be used to establish new rules for future car parking provision for new developments.

VI. PARKING TARIFF

- a) Tariff for on/off road parking needs to be increased as follows:

- Two classes for cars — small, medium cars (i.e. A & B segments) & large/ Luxury cars (C & D segments).
- Two classes of locations (to begin with) with a tariff for A class locations for small cars at Rs. 15/hr and Rs. 25/hr for larger car and at B class locations - Rs. 10/hr for smaller cars and Rs. 20/hr for larger cars. (Rs. 8 & Rs. 4/hr for 2 wheelers respectively.) The tariff will be revised every year for achieving the objectives of the policy.
- In shopping complex only, a unit of half hour would be acceptable (where the tariff should be 60% of the hour). In all other cases, fees would be charged for first hour in full even for the shorter period and for each subsequent period, it would be in the units of half hr.
- 10% discounts on pre paid smart cards to discourage the private settlement between a vehicle user and an operator at Pay & Park.

VII. ADDITIONAL MEASURES

In addition to the above mentioned components, certain parking measures have been suggested in the Table below, implementation of which may depend upon detailed parking requirement studies.

Table 1 Proposed Parking Measures

Parking Measure	Advice
Public Parking	<ul style="list-style-type: none"> * Identify congested parking areas, carry out surveys, and introduce multilevel parking * Redevelop major corridors with appropriate mixed land use including parking provision * Provide adequate parking at commercial centres * Encourage private sector investment in multi level parking facilities * Enforce use of basements for parking * Introduce a policy linking new vehicle registration with owner's parking availability * Remove encroachments on land earmarked for parking
Park and Ride	<ul style="list-style-type: none"> * Necessary to integrate road and bus/rail/metro systems and encourage use of public transport * Creation of adequate parking space at major bus stations/depots to encourage "park and ride"

Underground Parking	Investigate feasibility of parking areas under open spaces thereby avoiding disturbance of green areas
Parking in Residential Areas	<ul style="list-style-type: none"> * Remove encroachments from residential streets * Redesign widths of residential streets to accommodate car parking * Encourage schools to address parking problems and develop guidelines to assist them
Parking Standards	<ul style="list-style-type: none"> * Parking should be conforming to parking standards of each premise * Where no standards are prescribed, the standards (equivalent car space) given in the Development Code section of the Master Plan/UDPFI Guidelines should be followed * Parking studies should be carried out for large projects such as shopping malls
Multi Level Parking	<p>Multi level parking should be developed in designated Parking areas or vacant areas with the following development controls</p> <ul style="list-style-type: none"> (i) Minimum Plot Size-1000 sqm (smaller plots could be considered by the relevant authority.) (ii) In addition to the permissible parking spaces (ECS) on max. FAR, 3 times additional space (ECS) has to be provided for parking component only. (iii) FAR, height and setbacks to be permitted could be considered case-by-case basis subject to technical viability and feasibility. (iv) In case of comprehensive schemes, development controls including height shall be as per approved scheme. (v) Number of basements-No Limit subject to adequate safety measures.

Parking Charges

- * Introducing variable parking fees which would enable higher parking charges to be levied in particularly problematic areas in order to discourage people from travelling in their personal vehicles and hence reduce congestion.
- * Areas in and around transit stations should have lower parking fees in order to encourage people park their vehicles at transit stations and shift to public transport means.
- * Bicycle parking may be free of charge to promote greater use.

People's Cooperation

People's cooperation is essential to instill a sense of discipline to obey traffic and parking regulations. The creation of parking infrastructure requires not only funds and technology but also cooperation of the users' i.e. the vehicle owners. Indiscriminate parking in front of their business and personal places in violation of parking norms can defeat any effort. This is a difficult aspect but it can be achieved by involving market associations, residents associations and interest groups who are keen to make their city a good place to live in.

Epilogue

Parking policy cannot be viewed independent of the transportation policy. An ill conceived policy will manifest in excess auto trips, degradation of transit service and pedestrian environment. Failure to adopt coherent policy will lead to long term costs for the city, congestion and climate change.
