

Guidelines on Parking Management for Small and Medium Towns



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How do you define Small and Medium Towns ?

The Centrally-sponsored Scheme of Integrated Development of Small and Medium Towns (IDSMT) was initiated in the Sixth Plan (1979-80) a

What are the common parking problems faced by highly populated Indian Small & Medium Towns ?

Towns are categorised for the purpose of assistance under IDSMT as follows:

Population Category

Less than 20,000= A

20,000- 50,000 = B

50,000- 100.000= C

100,000- 300,000 = D

300,000 - 500,000 =E



Typical parking problems faced in Indian Towns

- On-street parking causes safety and congestion problems by blocking one or two traffic lanes, narrowing streets to one lane, reducing visibility and forcing pedestrians to walk in the road if no proper footpaths are provided. In addition, it may obstruct access for emergency services.
- Poor management of on-street parking and/ or lack of information about parking availability in areas of high demand lead to large amounts of traffic looking for a parking space, contributing to congestion and pollution.
- Parking regulations are not enforced, or poorly enforced, and enforcement and management is sometimes informal and/or corrupt.
- Where on-street parking is priced, it is often cheaper than off-street parking. As a result, people look for a scarce space on the street whilst off-street car parks lie half empty.
- Town and city centres are concerned about losing customers due to the absence of parking facilities near to the activity areas.

“The overarching objective for parking is to progressively reduce the demand for parking and facilitate organized parking for all types of vehicles”

- The formulation of the Policy will be the starting point for the making of programmes and specific plans. Parking demand emanates from consumer behaviour and user requirements and location of markets, utility centres & all public places.

The strategic intent of the policy is to:

- Effective management to cater to the Parking demand
- Reduction of congestion especially due to parking
- Regulating the growth of vehicle numbers (by framing appropriate rules).
- The Parking policy also attempts to cover the following objectives:
 - Relieving the congestion on roads
 - Safety of pedestrians
 - Safe and secure parking – this includes short and long stays.
 - Integration of Parking with the Public transport facilities
 - To promote private participation including private initiatives and project implementation
 - To enable appropriate pricing for the various parking facilities.

Problem	Responses and examples
<p>The people who get to use parking spaces are those that arrive there first but this might not be the most beneficial use where parking spaces are scarce.</p>	<ul style="list-style-type: none"> ■ Restrict maximum length of stay in some parking spaces. Example: Shiraz, Kampala. ■ Price: if priced, cheaper per hour for short stays than long stays. Example: Delhi. ■ Provide and/or make people more aware of off-street parking. Example: Shiraz.
<p>On-street parking causes safety and congestion problems.</p>	<ul style="list-style-type: none"> ■ Restrict parking on main roads at congested times. Example: Kampala, Beijing, Bogotá. ■ Restrict parking where it causes safety problems. ■ Price/advertise off-street parking to make it more attractive. Example: Beijing.
<p>Poor management of on-street parking and/or lack of information about parking availability in areas of high demand leads to large amounts of traffic circulating looking for a parking space contributing to congestion and pollution.</p>	<ul style="list-style-type: none"> ■ Provide more information. ■ Price/advertise off-street parking to make it more attractive. Example: Beijing. ■ Park and ride. Example: Istanbul.
<p>Parking regulations are not enforced or poorly enforced and enforcement and management is sometimes informal and/or corrupt.</p>	<ul style="list-style-type: none"> ■ Improve enforcement. Examples: Accra, Beijing. ■ Change organisational practices. ■ Change institutional structure. Examples: Kampala, Istanbul.
<p>Parking on pedestrian areas (footways across street corners) makes streets inaccessible to pedestrians.</p>	<ul style="list-style-type: none"> ■ Better enforcement. Example: Bogotá. ■ Self enforcing measures. Example: Sarajevo.
<p>Where on-street parking is priced then it is often cheaper than off-street parking so people look for a scarce space on street whilst off-street car parks lie half empty.</p>	<ul style="list-style-type: none"> ■ Change pricing structures. Example: Beijing. ■ Better advertise off-street parking. ■ Improve quality of off-street parking.
<p>The fact that there is some (free) parking available in city centres encourages people to drive there.</p>	<ul style="list-style-type: none"> ■ Gradually reduce supply of and/or increase price of parking in town/city centre. Example: Shenzhen. ■ Park and ride as alternative to city centre parking. Example: Prague. ■ Limit maximum lengths of stay to encourage short stay parking but to discourage commuters. Example: Istanbul.
<p>Town and city centres are concerned about losing custom to edge of town developments with lots of parking so they respond by trying to make it easier to park.</p>	<ul style="list-style-type: none"> ■ Providing more, cheaper parking can encourage more people to drive thus making the city centre even more congested. ■ Use space-efficient modes e.g. BRT to improve relative accessibility of city centre instead. Example: Bogotá, Curitiba. ■ Use pedestrianisation and parking management to improve the city centre environment so that people enjoy the city centre more and come there more often. Example: Bogotá.

Policies on Loading for Commercial Vehicles

- commercial vehicles can stop on-street to load and unload deliveries to shops and other businesses that do not have space for loading and unloading within their own building area.
- In view of traffic flow, safety and the environment , vehicles cannot always stop as per their desire.
- some compromise is usually required.
- This is normally in the form of time limited loading (e.g. maximum stay 15 minutes) and
- Bans on loading at peak hours, on main roads (to allow traffic to flow), or in main shopping hours (on pedestrianized shopping streets).
- Such restrictions must be well-signed and companies informed so that they know the restrictions
- Good enforcement is required.

Development of a Typical Parking Policy in Small & Medium Towns

Stage 1 – no problems, available parking space is gradually used up.

Stage 2 – as demand starts to exceed supply in certain streets, so regulations are introduced in those streets. Parking may be prohibited in some locations, more clearly marked in others.

Stage 3 – as demand further increases, some form of time limit is introduced in towns and city centres, in order to increase the turnover of spaces so that they are more likely to be used by shoppers and visitors, and less by commuters. Disc parking or signed zones may be the initial method used to stimulate turnover, but pricing may then be introduced to further manage the parking stock. Underground and/or off-street parking may also be built at this stage to supplement and replace on-street parking.

Stage 4 – commuters are pushed into surrounding areas. Competition with residents for parking space develops. Residents' zones are introduced to deal with this.

Stage 5 – more and more differentiation of parking tariffs is introduced to target different groups, and to encourage use by one group more than another.

Stage 6 – development of park and ride facilities on edge of town.

Stage 7 – inclusion of parking in transport demand management such as introduction of Congestion Parking, Provision of Strong Public Transport System

Relationship between Parking and Public Transport use

Policies to Encourage Public Transport

- Parking policy measures are important to influence people for travel by other modes of public transport.
- For an excess of city Centre parking demand, improvements in public transport alone cannot be expected to result in a change in modal split. Initiatives and policies towards reduction of vehicles in city Centre depend for their success on restricting road traffic.
- Public should be taken into confidence for wider acceptability for any sort of restriction of vehicles through promotion of public transport system.

• Measures to Deliver your Parking Policy and Achieve Objectives in Small & Medium Towns

- Start controls where demand is highest – which may be one or two streets only. Start levying pricing low, but remember that you can increase them from that level until occupancy levels are optimised (with around 85 % of spaces full at peak times – this guarantees that it is relatively easy to find a space).
- Keep maximum durations 3–4 hours in shopping/business areas so that commuters cannot park there and spaces are used several times a day by different shoppers and business visitors.
- Legalise enforcement (so that it is no longer the responsibility of the police). This is normally found to make enforcement more effective.
- Price off-street parking lower than on-street and make people aware of that, so that they are encouraged to use the former.
- Make clear to people how the revenue generated from parking is used, to increase the acceptability of charging
- Have maximum but not minimum parking standards for the amount of parking required to be built with new buildings *e.g.* in dense urban areas with good public transport accessibility).

Enforcement Issues

- International experience shows that a private organisation working under the roof of the public administration seems to be the best form of organisation for parking management.
- In this setting, the public authority retains control over policy and strategy (*e.g.* the total supply of on- and off-street parking), and over important issues of policy such as the level of fines, and whether fines should vary according to the severity of the parking violation.
- Compliance on Enforcement improves a chaotic situation and help regulate to more orderly movement of traffic and parking situation. People see the benefit and accept it.
- The tasks of this organisation are:
 - control of parked areas with specific regulations (time restrictions, parking fees),
 - issuing of the parking tickets, and
 - control of the payment of the fines.

Institutional Issues

- The tasks of the private organisation should include:
- Inventories and forecasts for both parking supply and demand.
- Provision of on-street parking supply (design, road markings, sign posting).
- Operating public off-street parking facilities/ Control on public off-street parking facilities..
- Operation of controlled on-street parking.
- Parking enforcement should be handled by a separate private organisation under the roof of the public administration.

The public's acceptance of parking policy

- A number of factors responsible for public's acceptance:
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 - Benefit, perceived in terms of the solution of a problem – and that parking fees and other regulations are related to the scale of this problem.
 - Appreciation of alternatives to parking (in the controlled area), such as park and ride, or better public transport services.
 - The revenue to be allocated fairly and transparently
 - The parking regulations enforced consistently and fairly, and that fines not to be excessive (and, ideally, that the fines are related to the seriousness of the offence – for example, overstaying on a parking meter would be a lesser offence than parking illegally in a bus lane

Conclusions

- These national guidelines on parking should be translated to regional maximum standards.
- Legislation is needed to set a framework for parking charges and fines, and to put liability for any fine with the owner of the car.
- Legislation should provide local authorities with the powers to enforce parking regulations. The revenue generated, may be utilised to improve the public transport system and to strengthen the enforcement using ITS technologies.
- As demand for parking increases, this would enable the local authorities to introduce paid parking system.
- Parking tariffs should be higher for on-street than off-street, to encourage people to use the latter.
- Park and ride has a role to play in maintaining the accessibility of central areas of larger towns.
- All changes to parking must be communicated well in advance.
- A positive approach towards working with the public may increase compliance with parking regulations.
- Periodic evaluation is essential, to have an idea for future improvement.
- An effort on town level should be made to strengthen the organized IPT and PT system in general and covering busy activities areas in particular.

THANK YOU