MANAGING ON-STREET PARKING – STEP Approach

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FASCINATING FACTS!

1897- FIRST PERSON TO OWN A CAR IN INDIA WAS MR.   FOSTER OF M/S CROMPTON GREAVES COMPANY,   MUMBAI.

1901- FIRST INDIAN TO OWN A CAR IN INDIA- JAMSHEDJI TATA.

1905- FIRST WOMEN TO DRIVE A CAR IN INDIA – MRS. SUZZANE RD TATA.

VEHICULAR GROWTH

❑ According to ASSOCHAM study the number of vehicles upto March 31 2015 was 88.27 lakh which is now currently estimated upto 90 lakh.

❑ In 1980 the number of buses per lakh was 57 which has now dropped to 25 buses only! In addition to this the quality of buses have gone down.
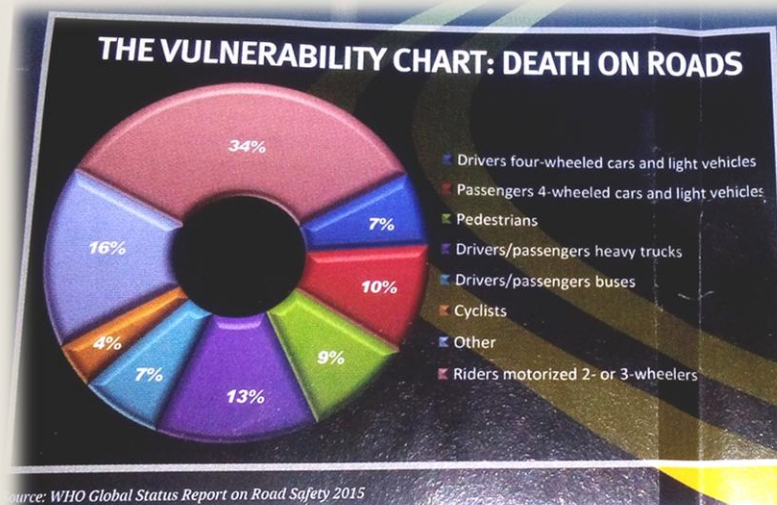
Choked lives

₹**60,000 cr**
The country loses every year due to congestion and fuel wastage

₹**9,944 mn**
Worth of fuel Delhi loses annually due to idling of vehicles

6 years
An executive spends in traffic jams in gridlocked Delhi during average 30-year career

4.5 hours
Delhi and NCR lose a day commuting due to slowdown of buses because of road congestion

Source: TCI, IIM Calcutta, CRRI, Assocham

THE VULNERABILITY CHART: DEATH ON ROADS

- 34%
- 16%
- 4%
- 7%
- 13%
- 9%
- 10%
- 7%

- Drivers four-wheeled cars and light vehicles
- Passengers 4-wheeled cars and light vehicles
- Pedestrians
- Drivers/passengers heavy trucks
- Drivers/passengers buses
- Cyclists
- Other
- Riders motorized 2- or 3-wheelers

Source: WHO Global Status Report on Road Safety 2015

LEGAL STANDING

National motorcycle helmet law: **Yes**

Law requires helmet to be fastened: **No**

Pedestrian protection: **No**

National law on mobile phone use while driving: **Yes**

National speed limit law: **Yes**

Max urban speed limit: **No**

Max rural speed limit: **No**

and safety: The India story

"REALLY I FEEL VERY BAD. EVERY YEAR THIS COUNTRY FACES FIVE LAKH ACCIDENTS, 1.5 LAKH DEATHS. I AM VERY SORRY. WE WANT TO CHANGE THAT."
Nitin Gadkari
Minister of road transport and highways

LOADS OF WHEEL
Total registered vehicles for 2012
15,94,90,578
Four-wheelers light vehicles
3,83,38,015
Two and three-wheelers 11,54,19,175
Heavy trucks 40,56,885
Buses 16,76,503

FAST FACTS
Permanently disabled due to road traffic crash: **2.0 to 3.0%**
Reported road traffic fatalities in 2013: **1,37,572** (85% Males, 15% Females)
WHO estimated road traffic fatalities: **2,07,551**
WHO estimated rate per 1,00,000 population: **16.6**
Estimated GDP lost due to road traffic crashes: **3.0%**
Road traffic deaths involving alcohol: **5%**
Helmet wearing rate: **20-80%** (all riders), **60%** drivers
Seat-belt wearing rate: 26% drivers (in Bangalore), 26% front seats

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UTPA
THE UNITED TRAFFIC AND PARKING ASSOCIATION

'Political will needed to battle parking problem'

ht fo

Delhi has hardly any space to park its over 75 lakh vehicles. No wonder, colony roads have turned into parking lots. HT tries to find a solution to the problem.

'It is difficult to control fights over parking'

grill session

DIPAK MISHRA
special commissioner of police
(law and order)

the contents. As far as cases of crime against women in parking areas are concerned, the number is not very alarming and almost all the cases have been worked out.

Smoother parking reduces social tension, road rage and law and order incidences

ENCROACHMENT

■ Taxi stands and shops on footpaths across the city

■ Car parking in bus bay

■ Encroachment of bus stands by autos and other vehicles

■ Car repair shops on footpaths

■ Car parking on footpaths and service lanes

■ Parking of buses and trucks in service lanes

talkingheads

Parking meters will be a big help in handling parking mafia. There won't be any scope of overcharging. People will pay what they are supposed to. Instead of getting automated parking lots, which cost a fortune, this simple technology will help Delhiites.
RAJIV KAKRIA, member, Greater Kailash-I E Block RWA

The number of vehicles in parking lots needs to be controlled. The contractors just want to earn money and end up parking four cars in a space meant for one. The agencies need to have better monitoring policy, for which a proper parking plan should be in place.
BS VOHRA, East Delhi RWAs Joint Front

WHOSE SPACE IS IT ANYWAY?

■ The MCD commissioner had okayed a Delhi government's transport department's proposal to run its pilot automated parking project at Lajpat Nagar

■ The idea was to run the three parking lots at the market on a fully automated basis which needed no parking attendants

■ The Delhi government had pledged to pay remuneration

to the MCD in return for the permission

■ The MCD standing committee overturned the decision and demanded back the parking's administration

■ With no parking attendants since February haphazardly parked vehicles are causing traffic snarls. Traders claim that it is weaning away the shoppers in the festive season

UTPA!
THE UNITED TRAFFIC AND PARKING ASSOCIATION

Match throws traffic out of gear around ITO

Traffic police was caught off guard as spectators started parking on main carriageways without parking tickets

Multilevel parking lot fails to clear Sarojini Nagar mess

Green body moots ₹5k fine for wrong parking

ACTION Govt says need to crack down on obstruction to vehicular movement, current fine range between ₹100 and ₹500

Now, East civic body to hike parking rates

HIKE New rates are the same as that of south civic body, will come into effect after it is approved by the house

gives Swaraj budget a t

WHAT'S ON DELHI'S WISHLIST

Lajpat Nagar's never-ending parking woes

NGT directs civic agency to pick five spots for car park

At 4.5 lakh cases, illegal parking is top traffic violation so far this year

What Papers Say..

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Parking Problem

Insatiable demand for Land
- Cars use up 10% city's urbanised area.
- Daily registration of cars is generating further demand for land.

Iniquitous use of Land
- A car is allotted 23 sq m for parking. Under low cost housing scheme only 18-25 sq m is allotted to very poor families. The car owning minority using up more and more road space and urban space
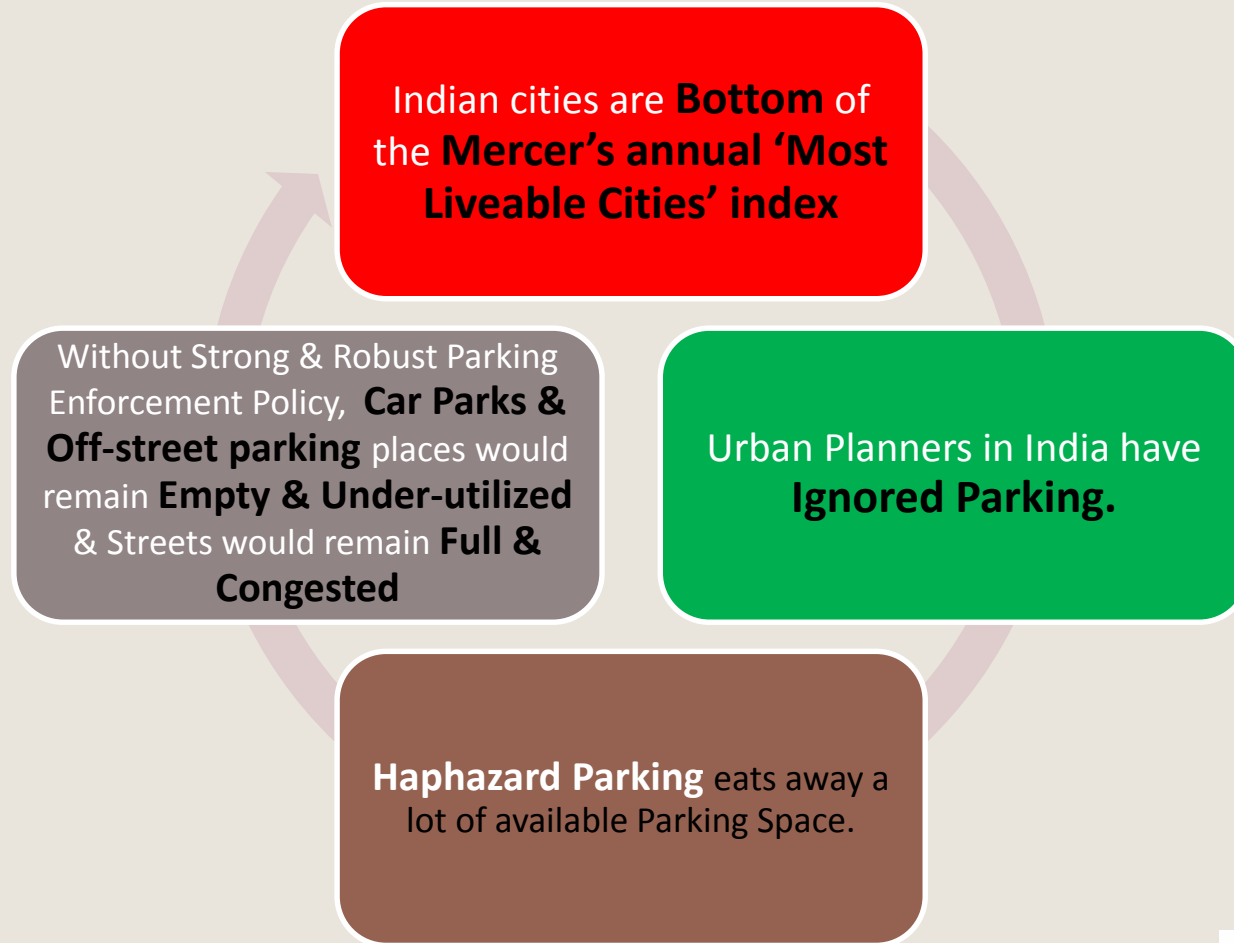
Wasteful Use of Cars
- On an Average a Car stays parked for 90-95% of time. (CRRI)

Parking Policy Objective

- ❑ Discourage the Use of Private Vehicles thereby Mobilizing Public Transport.

- ❑ To contribute to a city's economic activities by ensuring a 'turnover' of different vehicles rather than long stay vehicles in commercial areas.

- ❑ To satisfy social objectives of supplying adequate parking space at certain locations for certain social groups e.g. residents, mobility disadvantaged.

- ❑ Parking for public transport oriented development.

Source :Technical Assistance on Urban Transport Strategy (TA 4836-IND)

Need for Smart Parking Enforcement Policy

Indian cities are **Bottom** of the **Mercer's annual 'Most Liveable Cities' index**

Urban Planners in India have **Ignored Parking.**

Without Strong & Robust Parking Enforcement Policy, **Car Parks & Off-street parking** places would remain **Empty & Under-utilized** & Streets would remain **Full & Congested**

Haphazard Parking eats away a lot of available Parking Space.

Smart Parking Enforcement Policy- Challenges

Challenges

Unskilled People involved in the Parking Service Sector

Non- Usage of Parking technology solution

Limited strength of Traffic Police for Enforcement & Imposition of Parking Fines

Free Parking / **Low** Parking Fees

Smart Parking Enforcement Policy- Proposed Action Plan

Proposed Action Plan

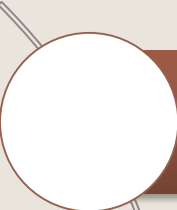|			
Parking Operators to **be Skilled / Up-Skilled / Re-Skilled** as per an International Parking Code of Practice & Training Vision	**Smart Parking Management & Enforcement Technology** Solution to be implemented	Traffic Police needs to be **supported by organization specializing** in International Parking Enforcement Standards & Best Practices	Parking to be **zoned** and Parking fees to be **priced** according to the Real Estate Value.

Parking Violation Enforcement – Current Indian Scenario

Traffic Police shoulders the responsibility of Enforcement of Parking Violation along with other Traffic Violations such as :
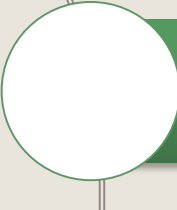
Traffic Signal Violation	Entry Restriction Violation	Dangerous Driving	Drunk Driving	Yellow Line Violation	Driving on the wrong side	Overtaking Violation, etc

Hence Parking Violation, even though important, loses out to other Traffic Violations enforcement by Traffic Police.

Parking Violation Enforcement – International Best Practices

Internationally, Traffic Police have been discharged of the duty of carrying out Parking Violation Enforcement and focus on more important issues of Maintaining Law & Order on the Roads and enforcement of related Traffic Violations.

The Parking Violation Enforcement are carried out by specialized Parking Enforcement agencies hired by Civic authorities who are accountable to the Civic authorities and work on defined Service Level Agreement.

These agencies are required to have a Centralized, Auditable & Transparent solution along with a Grievance Redressal system and Structured Legal Recourse Process.

The Revenue generated by Parking Violation fines are shared between the Civic Authorities and the Parking Enforcement Agency.

Parking Violation Enforcement – United Kingdom Case Study

In 2000 the responsibility of Enforcement of Parking Violation was passed on from the Traffic Police to the Local Civic Authority.

Traffic Management Act 2004 permitted local civic authority to enforce Parking Violation by way of hiring Specialized agencies having a pool of Civil Enforcement Officers who are trained & certified for carrying out Parking Violation Enforcement on Public & Private land with help of Centralized, Auditable & Transparent Technology Solution.

This has helped the Civic authorities in achieving their goal of reduction in Traffic Congestion & Pollution and achieve Best value & Financial Sustainability.

Last year , Municipal Councils in England made Net-Revenue of around $350 M by way of Parking Violation Enforcement only.

Parking Violation Enforcement – Proposed Approach for Indian Scenario

Parking Violation Enforcement

Proposed Approach

Options

Increasing Traffic Police Strength & Segregating a Separate Section for Parking Violation

Engaging a Specialized agency to work as extended arm of Traffic Police

Associated Expenditure

Additional Expenditure on State Exchequer in terms of recruitment, Training along with Operational Expenditure

No Additional Expenditure

Not for profit initiative, headquartered out of New Delhi

To work with Central Government, Traffic Police, Local Government & Other Municipal Bodies across India to encourage Joint thinking on Traffic Flow & Parking Services.

To Introduce Parking Code of Practice & Training Vision (PCP&TV) based on International Standards of British Parking Industry.

Have Developed following Pilot Qualifications for Parking Sector:
- **Parking Management Officer & Parking Enforcement Officer**
- **Parking Office Administrator – Controlling Parking Area**
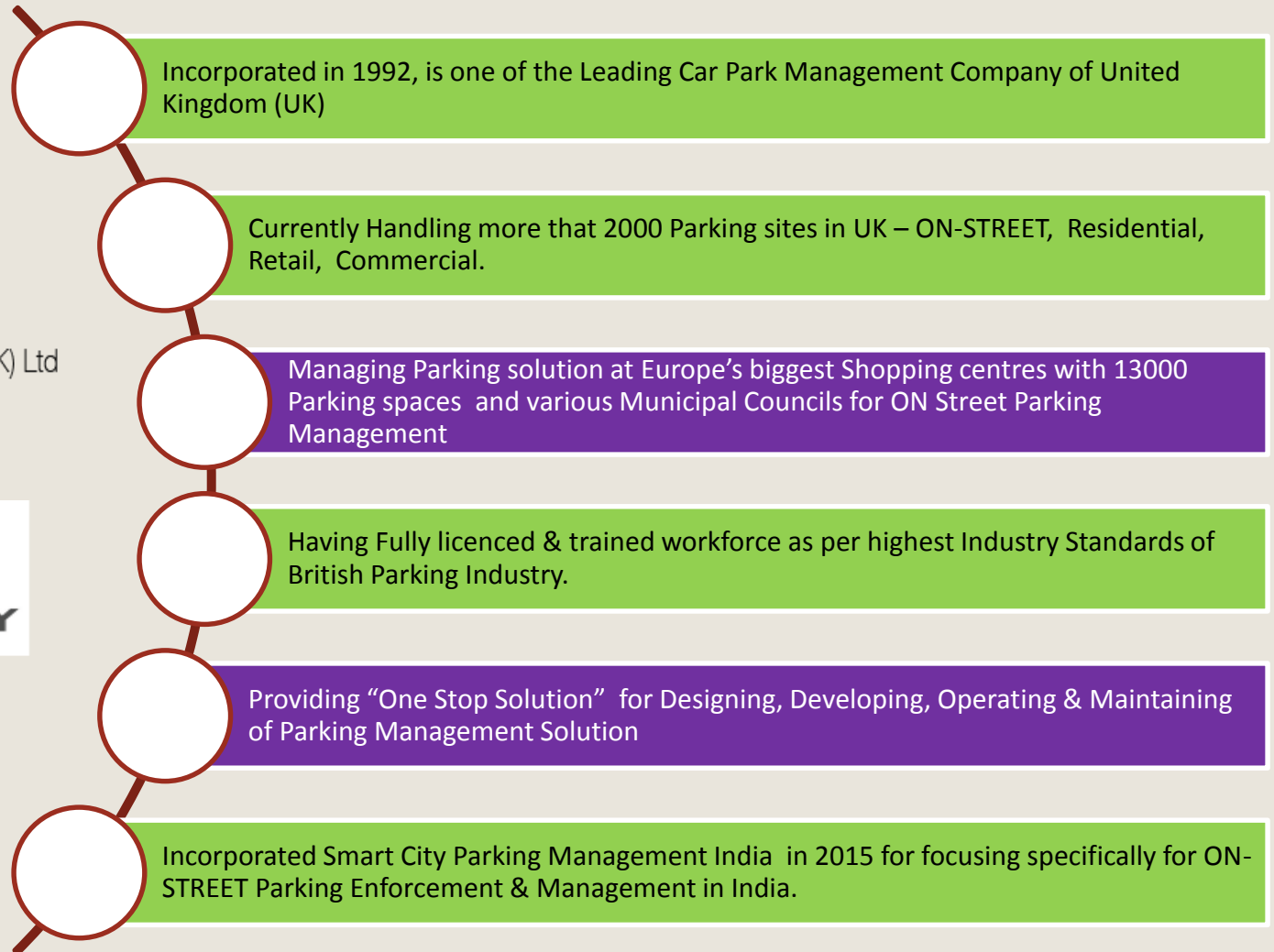
Supported in its Initiative by:
- **Manipal City & Guilds – Skills & Capacity Partner**
- **Parking Control Management (UK) & Smart City Parking (India)– Knowledge & Technical Partner**

Parking
Control
Management (UK) Ltd

pcm
UK Ltd

SMARTCITY
PARKING

Incorporated in 1992, is one of the Leading Car Park Management Company of United Kingdom (UK)

Currently Handling more that 2000 Parking sites in UK – ON-STREET, Residential, Retail, Commercial.

Managing Parking solution at Europe's biggest Shopping centres with 13000 Parking spaces and various Municipal Councils for ON Street Parking Management

Having Fully licenced & trained workforce as per highest Industry Standards of British Parking Industry.

Providing "One Stop Solution" for Designing, Developing, Operating & Maintaining of Parking Management Solution

Incorporated Smart City Parking Management India in 2015 for focusing specifically for ON-STREET Parking Enforcement & Management in India.

Key Strategies, Priorities & Commitments

- Provide Training & Education as per PCP&TV based on International Standards of British Parking Industry to Persons, Companies, Contractors & all other bodies or associations working in Traffic & Parking Management Sector.

- Making Faster , Easier & Better(F.E.B) Parking.

- Providing better service to Businesses, Motorist & Residents (B.M.R).

- Leveraging International Expertise & Technical Knowhow for Self-funding Traffic & Parking Solutions.

- Reduce Traffic Congestion, Carbon Emission & Pollution.

- Increase Transport Diversity & Choices.

- Increase Parking Turnover, Revenue & Space.

Major Occupations of Parking Sector

Managerial

Strategic Parking Manager,

Area Manager,

Parking Operations Manager

Administrative

Parking Office Administrator, Permits officer, Debt Recovery officer, Appeals officer, Representations officer, Correspondence officer

Operational

Parking Attendant, Car Park Attendant, Vehicle Immobilizer, Removal Truck Driver, Closed-circuit Television Enforcement Operator.

Pilot Qualifications for Parking Sector

Operational

- Parking Management Officer
- Parking Enforcement Officer

Administrative

- Parking Office Administrator
  - Controlling Parking Area