PARKING SURVEY REPORT

Of

VASHI – Sector 17

Prepared by:

UNITED TRAFFIC & PARKING ASSOCIATION

Submitted to:

Navi Mumbai Municipal Corporation

Table of Contents

EXECUTIVE SUMMARY

Navi Mumbai is a planned township of Mumbai on the west coast of the Indian state of Maharashtra. It was developed in 1971 as a new urban township of Mumbai by Government Of Maharashtra with the assistance of CIDCO. It has 14 nodes hese namely Airoli, Ghansoli, Kopar Khairane, Vashi, Sanpada, Nerul, CBD Belapur, Kharghar, Kamothe, New Panvel, Kalamboli, Ulwe, Dronagiri, Taloja. Recently in August 2015, Navi Mumbai has been ranked third among 476 cities surveyed for cleanliness levels as part of Prime Minister Narendra Modi's Swachh Bharat Abhiyan.

The **Navi Mumbai Municipal Corporation (NMMC)** is the municipal Corporation of Navi Mumbai constituted on 17 December 1991 by the State Government for catering to the requirements of 29 villages in CIDCO Navi Mumbai project. The local self-government started functioning from 1 January 1992. NMMC is currently administering 9 Nodes including the developed ones like CBD Belapur, Nerul, Vashi, Kopar khairane, Ghansoli, Airoli.

United Traffic and Parking Association (U.T.P.A) is a not for profit initiative, headquartered out of New Delhi, with a pledge to work with Central Government, Traffic Police, Local Government and Other Municipal Bodies throughout India to encourage joint-thinking on Traffic flow and Parking Services and its allied services. U.T P.A is having various international organisations as its members providing technical knowledge & solutions in Parking & its allied services such as – Parking Survey, Smart Parking Design, Smart Parking Solutions Deployment, & Smart Parking Management & Enforcement.

U.T.P.A had given presentation to various Stakeholders of Navi Mumbai Municipal Corporation and had been requested by them to carry out a Parking Survey of Vashi -Sector 17 which is one of the busiest Sector having dense concentration of Small Business, retail outlets, restaurants.

SURVEY REPORT

About VASHI

Vashi is a node in Navi Mumbai, across the Thane Creek of the Arabian Sea. It is one of the first nodes developed by the City and Industrial Development Corporation (CIDCO) in Navi Mumbai township

Vashi is divided into sectors 1 through 30. Sectors 1 to 8 consist of residential buildings, sectors 9 to 29 have combined residential and commercial, educational institutions, Sector 30 is home to many malls, information technology parks, 5-star hotels and an exhibition centre and the railway station.

The APMC (Agricultural Produce Market Committee) market, one of the largest markets in India is in and around Sector 19.

Every sector has its own parks and playgrounds. The area is one of the few in the Mumbai Metropolitan Region to have street and roadside plantations maintained. Much of the area enjoys uninterrupted water and electricity supply from the local authorities like other posh areas of Mumbai. The local governing body, the NMMC, carries out frequent cleanliness and health drives in public to take care of citizen health.

Sector 17 is the commercial heart of Vashi, hosting a dense concentration of small businesses, offices, clinics, banks, retail outlets, restaurants and franchise operations.

SECTOR 17- VASHI

Sector 17 of Vashi is one of the busiest Sector having a dense concentration of Small Businesses, Officer, Retail Outlets , Restaurants etc. We had carried out the detailed survey of the sector and following are the highlights of the Survey :

Zonal Sub Division

We have sub-divided the entire sector into 8 zones keeping in future expansion plan and parking pricing policy to be implemented on based on international practice.
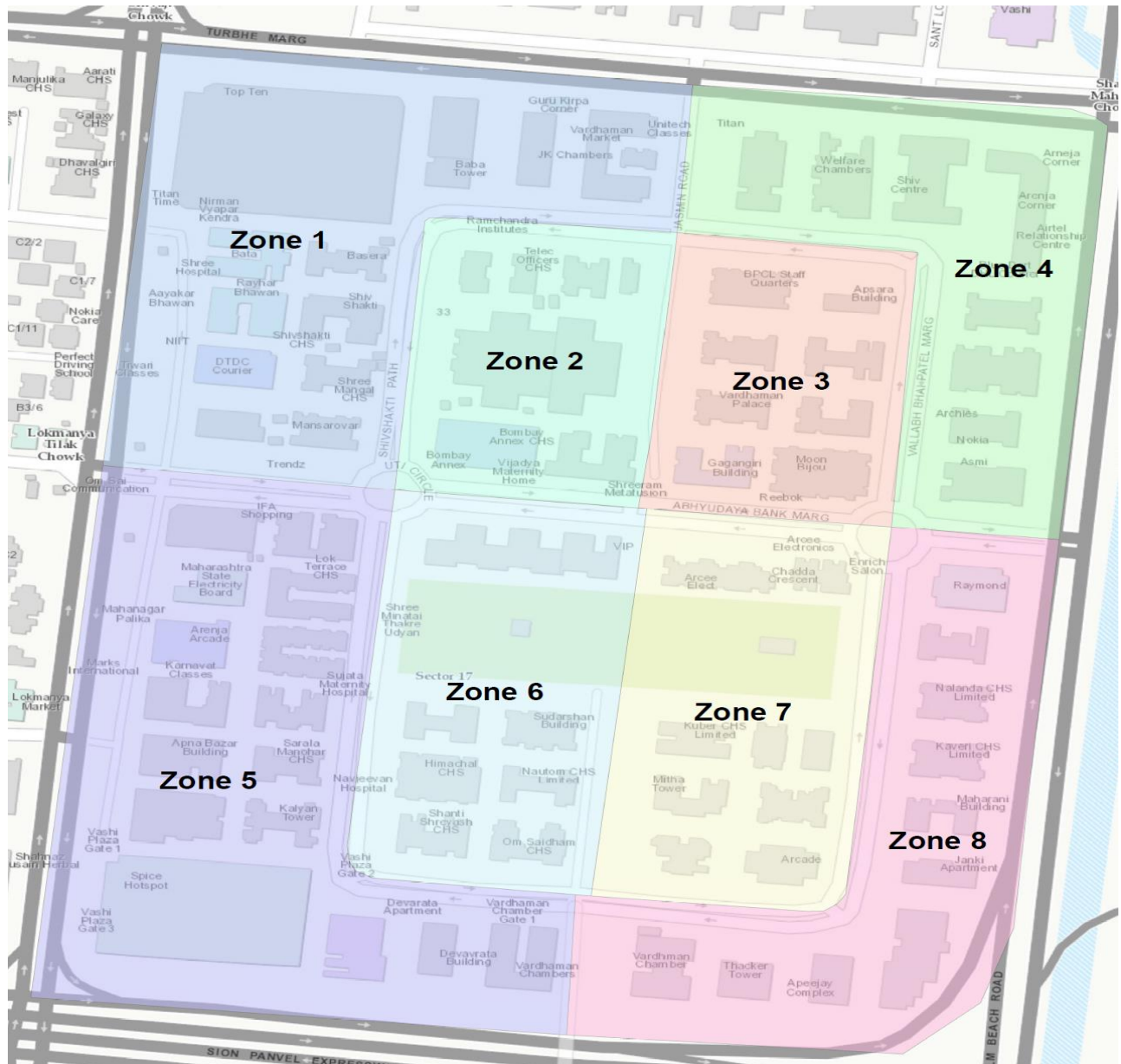
Zonal Examples

Zone 4

Parking Restrictions

Single White		No Parking	Double Yellow	Ambulance	
Taxi		Pedestrianised	Entrance	Bus Stop	
Unrestricted		Shop	Motorcycle	Dropped Kerb	

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THE UNITED TRAFFIC AND PARKING ASSOCIATION
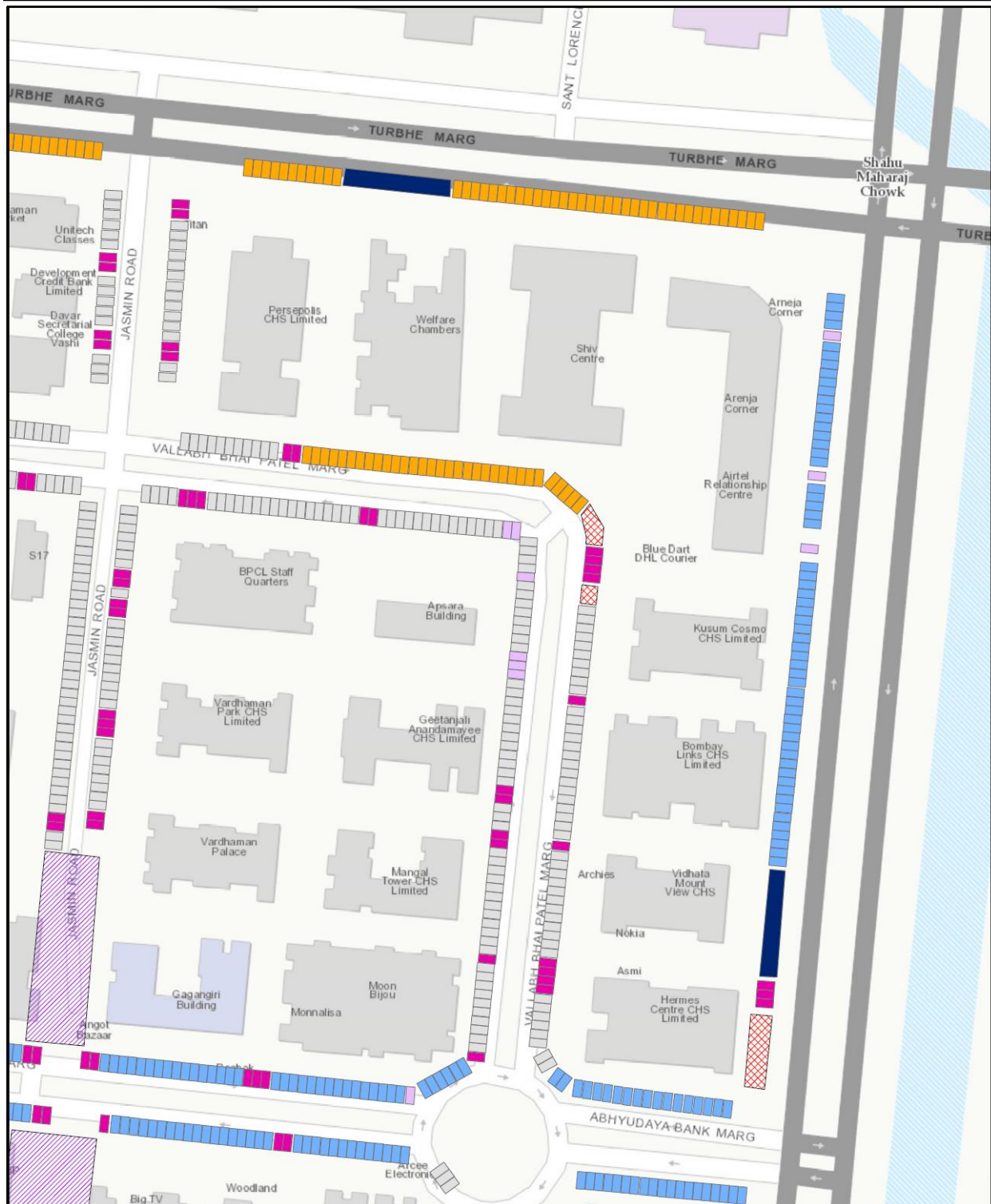
Zone 5

Parking Restrictions

|		
Single White	No Parking	Double Yellow	Ambulance
Taxi	Pedestrianised	Entrance	Bus Stop
Unrestricted	Shop	Motorcycle	Dropped Kerb

Parking Availability Statistics – Whole Sector

The total road length available in the Sector for parking is approximately 4.8 Kms.

The available Road length is sub divided into spaces for :
- Public Services including Bus, Taxi, Ambulance etc
- Dropped Kerb & Entrance
- Double Yellow & No Parking
- Shops & Motorcycles
- Single White – Paid Car Parking
- Un-restricted Parking – Free Parking / Illegal Parking
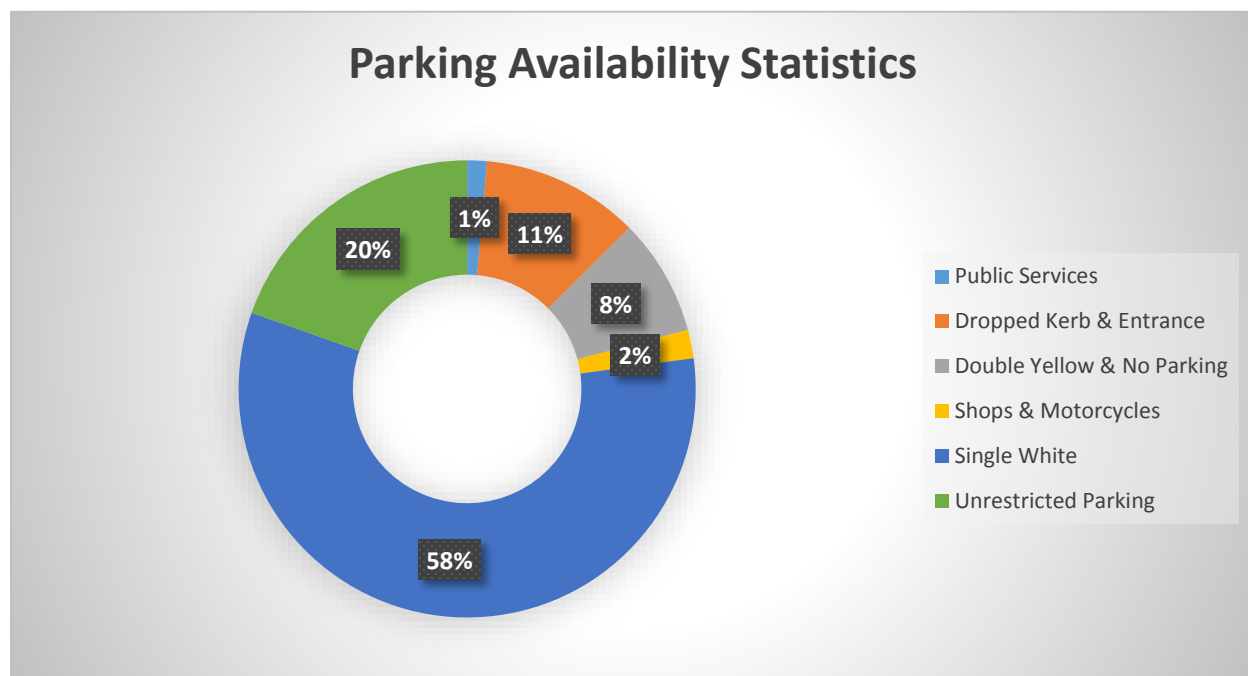
Observation- Whole Sector

From the above statistics, we can identify following key problems:
- Public services (including Bus, Taxi, Auto-Rickshaw) space allocation is completely neglected & is almost 1% of the total space available & out of which there is no provision for Auto- Rickshaw to park or to wait for the passengers.
- Unrestricted / free / illegal parking is rampant & is consuming almost 20% of the total space available.
- No separate provision of motorcycles to be parked and hence they are either parked illegally or in Unrestricted / free parking spaces.

Parking Space Availability - Zonal Analysis

Below is a pictorial representation of the 2(Two) Zones 4 & 5 in terms of Parking Space Availability and the change in the Pattern of parking.
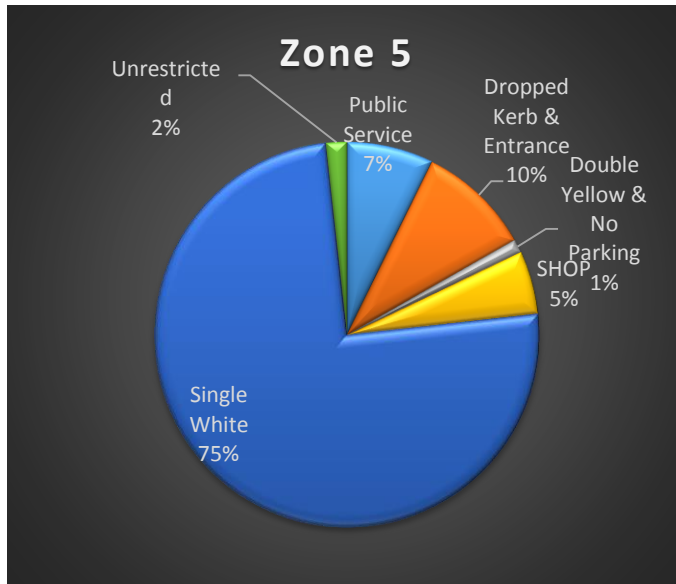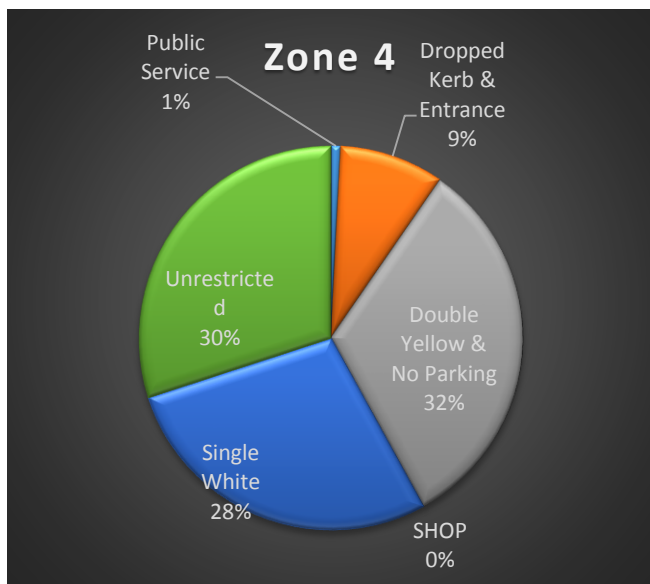
Observation - Zonal Analysis

From the above statistics we can derive following information:

Paid parking and Public service spaces have a Negative Impact on the Unrestricted parking.

Zone 4 have 30% Un-restricted parking spaces as against 28% Paid parking spaces & 1% public service spaces

Where as in Zone 5 Unrestricted Parking is reduced to 2% against an Increased Paid Parking of 75% & Increased Public Service spaces of 7%.

RECOMMENDATIONS & SUGGESTIONS

Parking policy and parking management play a very important role in urban mobility, both in enhancing accessibility and in competing urban congestion.

In modern 'mobility management' parking is the largest single management tool.

Eventually any parking policy will aim for a change from long stay parking in urban areas to short stay parking in urban areas. This is to facilitate visitors and business trips and to prevent commuters occupying parking places intended for visitors and consumers, especially on street due to the visual impact.

A well organised parking policy will certainly have a mitigating effect on urban car-mobility. Such a parking policy set out carefully will support business and economy instead of harming them as is often suggested. A simple explanation of these conclusions is that a successful parking policy must be supported through well carried out Parking Management and enforcement, aiming for quality and being service oriented.

By carrying out the parking survey and based on the number of potential parking spaces, we estimate that parking stress could be in the region of 150% or more because of the parking culture and non-existent parking controls.

Therefore we suggest that Navi Mumbai Municipal Corporation devices & implements a Paid parking scheme supported by parking enforcement for curbing unrestricted / free / illegal parking thus encouraging and ensuring Short Stay parking thereby reducing congestion & pollution.

WAY FORWARD

We propose that NMMC should reform & revised parking policy along with implementing Smart Parking solution as follows:

Hourly Parking Fees

Parking fees across world is charged on hourly basis in order to encourage short stay parking. Hence NMMC should revise and implement an hourly parking fees so as to encourage people to park for a shorter duration and increase parking space & stay turnover.

Higher Parking Fees

Parking Fees, worldwide, are charged in relation to the real estate value of the area. This is used as one of the tools to decongest the area facing traffic congestion due to high parking demand. Hence NMMC should increase parking fees in the area which is highly congested so as to reduce and shift the parking to low priced parking area which has surplus parking spaces thus optimally utilizing the total available parking spaces & balance the demand – supply gap.

Smart Parking Solution

Smart Parking Solutions tailored to specific requirement of location should be implemented. Since the major part of parking is ON-STREET hence the following components of smart parking can be considered

Phase 1:

- Pay-Stations for enabling people to pay for their parking.
- Centralized Parking Management Solution for integrating all the components.
- Handheld Devices coupled with Mobile printers for enforcement solution

Phase 2:

- Ground Sensors for enabling Parking Space availability & guidance system
- Parking Information Display Boards.
- Mobile Applications for Parking Space Availability.
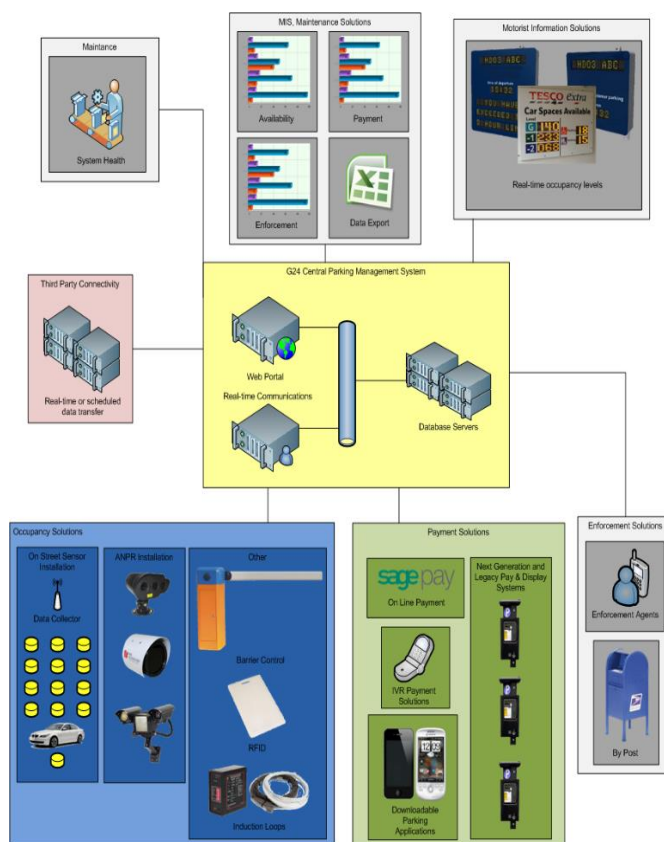
Skill Development of Parking Attendants

Parking operations worldwide are managed by skilled resources trained and skilled based on Standard Parking Code of Practice. NMMC is suggested to organize Skill Development & capacity building of the existing parking operator and utilize agencies which have skilled resources trained as per an International Parking Code of Practice for long term operation and maintenance of Smart Parking facilities.

Parking Enforcement

One of the key component of Smart Parking Management is Parking Enforcement which helps the proper management and maintenance of order in Parking Spaces. NMMC should engage a specialized organization which can carry out parking enforcement by way of a Centralized, Auditable & Transparent solution. The agency can carry out Parking enforcement for Overstay Parking, Improper Parking, Illegal Parking, Immobilization, Vehicle Towing based International Parking Code of Practice using Latest technologies and tools. NMMC can work in a revenue sharing model with the agency based on the international practice across the world.

Suggested Parking Fees & Enforcement Fines

NMMC may consider the following Parking fees and enforcement fines which are proportionate to UK & rest of the world.

Parking Fees	Per Hour (in Rs)
Cars	50
Motorcycle	25

Enforcement Fines	Per Ticket (In Rs)
Overstay Parking	500
Improper Parking	500
Illegal Parking	500
Immobilization / Wheel Clamp	1000
Vehicle Tow by Towing Truck	2000

Suggested Execution Plan

The suggested execution plan for implementing & operating a smart parking management & enforcement solution would be as follows:

Step 1 – Tender for Smart Parking Technology Solution

NMMC may devise a Tender for Procurement, Installation & Implementation of the Smart Parking Technology Solution as mentioned above for the Phase 1 and subsequently as mentioned in Phase 2.

Step 2 – Selecting Smart Parking Management Agency

NMMC may engage an Agency which has skilled resources trained as per International Parking Code of Practice for carrying out the Smart Parking Operation & Maintenance for a minimum period of 5 years

Step 3 – Selecting Parking Enforcement Agency

NMMC may engage a specialized agency in carrying out Parking Enforcement including issuance of Parking Fines, Immobilization & Towing of vehicles using Centralized Auditable & Transparent Solution. NMMC may work with the agency in a revenue sharing model which is a standard practice worldwide.

ABOUT US

United Traffic and Parking Association (U.T.P.A) is a not for profit initiative, headquartered out of New Delhi, with a pledge to work with Central Government, Traffic Police, Local Government and Other Municipal Bodies throughout India to encourage joint-thinking on Traffic flow and Parking Services and its allied services.

U.T.P.A is working closely with skills development and capacity partner Manipal City & Guilds (MC&G) and their global knowledge / technical partner Parking Control Management (PCM) UK/India to implement pilot training qualifications for those working in parking enforcement and management and pilot parking schemes aimed at bringing an international standard to the parking sector in India.

Through this exciting new joint initiative its partners hope to both regenerate and regulate parking in India, revolutionizing the industry to provide training and employment, stimulate revenue, encourage investment, improve carbon footprints and, most importantly, ensure the best possible service and access for Businesses, Motorists, Residents(B.M.R) alike.

Key Strategies, Priorities & Commitments

U.T.P.A's key strategies, priorities & commitment are:

- Provide training and education as per its **Parking Code** of **Practice** & **Training Vision** (**PCP**&**TV**) based on International Standards of British Parking Industry to persons, companies, contractors and all other bodies or associations working in the traffic and parking industries

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

- Providing Better Service to Business, Motorist & Residents(B.M.R)

- Leveraging International Expertise & technical knowhow for self-funding traffic & parking solutions.

- Reduce Traffic Congestion, Carbon Emission & Pollution

- Increase Transportation Diversity & Choices.

- Increasing Parking Turnover, Revenue & Space.

Parking Code of Practice & Training Vision (PCP & TV)

AIM

- Aims to ensure "**Best Practice & Standards**" are followed by People and Organizations that carry out Parking control & Enforcement on Public & Private land.

OBJECTIVE

- Objective is to ensure that Parking Operators act responsibly, effectively and efficiently and treat Parking Consumers fairly.
- Works on the understanding that the Parking Consumers will:
  - ✓ Accept that the landowner has the right to set out terms on which the Parking Consumer can enter their land.
  - ✓ Accept that an authorized Parking Operator has the right to manage parking on behalf of land owner.
  - ✓ Take reasonable steps to read signs at site.
  - ✓ Drive safely and act responsibly while using parking facilities.
  - ✓ Act responsibly towards the staff managing the parking facilities.
  - ✓ Give the Parking Operator opportunity to answer any query.
  - ✓ Use any appeal service provided by the Parking Operator in and honest & fair way.

Pilot Training Qualification

The following Major Occupations are accepted worldwide across Parking Service Management Sector:

Managerial
Strategic Parking Manager,
Area Manager,
Parking Operations Manager

Administrative
Parking Office Administrator, Permits officer, Debt Rrecovery officer, Appeals officer, Representations officer, Correspondence officer

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

U.T.P.A have developed Pilot qualification for Parking Service Management Sector relevant for India from Operational & Administrative Occupation of Parking Service Management Sector based on the International Standards of British Parking Industry

Operational	• Parking Management Officer • Parking Enforcement Officer
Administrative	• Parking Office Administrator - Controlling Parking Area