

PARKING POLICY
KOLKATA



WITHIN THE
MUNICIPAL
CORPORATION AREA

KOLKATA MUNICIPAL CORPORATION
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(CAR PARKING DEPARTMENT)

FOREWORD

This document consider with an eye to safe and sound movement of vehicular traffic in Kolkata Municipal Corporation (KMC) area. There is lack of designated parking spaces in the KMC area, which has reflected in the congestion of the road networks around the activity centres. The haphazard parking of vehicles and physical encroachment on the road are not handled strictly. There is dearth of civic sense and strict enforcement of the traffic rules and regulations is not carried out. There is further wear and tear on vehicles and the persons have to spend considerable time sitting idle during traffic jams which they might have more yield spent somewhere else. Thus the road congestions involve an economic loss also. The haphazard

parking of vehicles on road decrease the effective width of roads; thus, the traffic carrying capacity of road is reduced. Considering these aspects for the interest of smooth movement of vehicles, a policy regarding parking is very much needed.

Without a Policy and By-laws, it is thorny to manage the parking properly. This Policy therefore contains criteria and standards for different types of direction, signage, which is accommodating the specific requirements and needs of the Kolkata Municipal Corporation (KMC) area with its distinctive environment and characteristics.

We hope that this Parking Policy is quite helpful for safe, reasonable, comfortable and sustainable access for growing number of private and public vehicles in an around Kolkata Municipal Corporation jurisdiction and also for creation of job opportunities of unemployed youths through authorised KMC Licensee.

**(Sri Sovan
Chatterjee)
Mayor
Kolkata Municipal
Corporation**

Background of Kolkata Municipal Corporation Area

Brief city profile

Kolkata, the largest metropolis in eastern India, is the commercial and cultural capital of this part of the country. The core area of the city comprising 202.04 sq km is administered by the Kolkata Municipal Corporation. It is divided into 16 Boroughs and 144 wards for administrative purposes. The Kolkata Municipal Corporation (KMC) area has registered a growth rate of 4.1% during 2001-11, which is the lowest among the million-plus cities in India. When referred to as Kolkata, it usually includes the suburbs, and thus its population

exceeds 15 million, making it India's third largest metropolitan area and urban agglomeration as well as the World's 8th largest agglomeration. Owing to this fast increasing vehicular traffic and the commercialization of prime residential areas, there is now a huge shortage of parking space in KMC. "Traffic volume in Kolkata has increased by at least 15-20% in the past one year. Road space in Kolkata is down to 4% from 6-8 % earlier compared to the global phenomenon of keeping 30% as road space in Tier I cities. Today about half crore people live in Kolkata and another half crore come to the city on a daily basis.

Parking in central Kolkata, the heart of this mega city, has always been a hassle as is the case with most inner city areas owing to traffic density is maximum in Kolkata Municipal Area, but the accessibility of parking facilities are very poor. The Central Business District (CBD) of Kolkata which is defined by the area bounded in the north by K.K. Tagore Street – Vivekananda Road, in the east of APC Road – AJC Bose Road, in the south AJC Bose Road and in the west by the river Hooghly, does not have any major off-street car parking facility except the car parking facility within the B.B.D Bag, the multi level car parking at the crossing of Park Street and Rowdon Street and the underground car parking in front of New Market.

Introduction

Parking facility for public is recognised as an essential public amenity for citizens. Pace of urbanization and insufficient public transport system has emphasized the use of private vehicles occupying considerable space on city roads. In the present time, the bulk of the urbanites waste more time for a journey to work or to other target.

Priority for an proficient parking policy, mass transit system and non motorized transport infrastructure with a lively city land use plan focussing on transit basis development can address problem concerning to parking and lengthy travel time

Traffic and Travel characteristics in KMC area

Source: Traffic Police, Kolkata, 2014

The road surface area is scarcely seven per cent as compared to 25 per cent in the capital city of Delhi and even 20 per cent in other cities of India. About 20 million passengers and 11.04 million vehicles move in and around the city on almost all working days. There has been a go up in population of Kolkata and its neighbouring areas with which the vehicular growth could not match. From 1996 to 2013 the number of vehicles has a growth of about 2.00 times which numbers to 16.28 lakh in 2013 [Transport Department, Government of West Bengal, March 2014]. The slow moving vehicles have a declining trend from 2004 to 2013. Increased dependence on personalized motor vehicles at present is becoming apparent from the rising stock of vehicular population in all the Mega-cities of India and Kolkata is no exception where in 2013 total number of motor vehicles is 6.05 lakh [Government of West Bengal, 2013] which is almost 50 percent of total vehicles registered in Kolkata city. The vehicular population in Kolkata has increased at an annual growth rate of 4 percent, while the road space limited to 7 percent of the total 202.04 sq.km of Kolkata Municipal Corporation area. In terms of available surface road length Kolkata has least coverage about 1416 km, whereas the vehicular density is one of the highest nearing to 823/km though the vehicle count is also high at Kolkata [Government of West Bengal, 2013]. The estimated total nos. of Motorised vehicles in KMC area would exceed 4 million by 2025.

Over the last ten years Kolkata has experienced a huge increase in the vehicular population growth. The general rate of increase of all modes of vehicle have been nearly 7, 25,000 lakh in 1996 to 12, 0400 lakh that is 2.8 times increase. Private cars have increased from 2.6 lakh in 2000 to 6.5 lakh in 2013 which indicates 2.5 times increase.

It is also noted that due to lack of proper and balanced public transport, the city residents are prone to change towards the private mode of vehicles, predominantly the personalized motor transport.

There are few characteristics of traffic at major intersection points in Kolkata Municipal Area:

Item particulars	Hour/Nos.
Traffic volume at major crossing	1,000 vehicles per hour
Minor crossing	400 vehicles per hour

Traffic flow	Only if the larger street has 1,200 vehicles flowing per hour and the smaller street at the crossing has 300 vehicles per hour.
Pedestrian movement	At least 150 pedestrians crossing per hour
Number of major crossings	234
Number of signals	219
Average speed in Kolkata	19 km per hour

Source: (Kolkata Traffic Police, 2012) [Government of West Bengal, 2012].

Traffic Profile of Kolkata City at a Glance, 2013

Latitude

22° 34' N

Longitude

88° 22' E

Area

202.04 Sq. Km

Population of Kolkata

44,86,679 (2013)

Population Density

24,252 person/sq km

Road length

1870 km

New Flyovers

6

Total vehicles

16,28,432

Vehicle Density(per km)

1227.59

Total slow moving vehicles

26,156

Source : Public Vehicles Department , 2014, March

Issues of Parking concern

Growth in number of Vehicles:

Kolkata city has recorded a high vehicular population since 1991, due to economic liberalization as well as de-licensing of auto industry. From 1996 to 2013 the number of vehicles has a growth of about 2.00 times [Government of West Bengal, 2012]. The slow moving vehicles have a declining trend from 2004 to 2013, (28,557 to 26,156 a decrease of about 2,401 numbers). Growth in different sectors of vehicular population would be clear from the following table:

Growth of Motor Car

Maximum observed in 2002-03 about 6.5 percent. The trend still continued as more banks are willing to pay more car loans with facilities of Equal Monthly Instalment.

Growth of Auto Rickshaw

This Para-transit mode is on go up though has disgrace in 2008 due to scraping of two stroke autos by the Government. However the four stroke autos are meeting the urban demand and has a big rise of 26.8 per cent in 2009-10

Growth of Buses and Mini Buses

Growing trend has been observed over the last three years with the beginning of JNNURM buses. The maximum increasing rate in 2009-10 is 18.27 percent whereas mini buses has a steady growth rate of 8 %.

Growth of Two Wheeler

A major mode providing door to door accessibility and enjoying increasing popularity among the youth for speed. The increasing trend is observed since 2001.

Parking issue in KMC Overview

The Parking concerns of KMC are intricately connected to the city structure, infrastructure, traffic function and management;

The single way system predictable for fast movement within the city (at few locations) and restructuring the traffic has facilitated clear carriageways with deduction of parking from the roads. These have resulted in moving the “on street parking” to the other roads and to the spaces available surrounding to these roads.

There are only 105 authorized lots for “Pay and Park” of 9000 (approx) personalise vehicles in an around KMC. Compared to the number of vehicles plying on roads everyday of KMC this number is insufficient;

Foot Path Parking: Parking on sidewalks or foot paths is prohibited by law but this is not followed.

The Parking on foot path by house dwellers: This limits the foot path space for pedestrians and is wide spread in both residential and commercial areas of the city;

Parking in front of the shops: Basements which are meant for parking are put to commercial use and the visitors to shops/commercial establishments are forced to park their vehicles on roads;

Parking by Automobile dealers and repair units: repair vehicles and goods servicing are parked on the road and the sidewalks;

Parking of vehicles around schools and colleges: School buses and auto rickshaws used to transport the school children are indiscriminately parked on adjoining spaces including roads around the schools creating utter chaos and confusion;

Parking around apartments and Business establishments: High intensity uses such as high rise buildings,

Market complex/ Ceremonial halls or marriage halls/meeting halls have very little parking space within their property; a majority of the users park their vehicles on the contiguous streets and foot paths;

The taxies, mini bus which operating on contract are found to be parked at places convenient to the owners, often on civic amenity sites, in the parks or any unused private/public land. These will need to be regulated. Individual taxi owners, Auto owners etc. park their vehicles on the road / sidewalks during the night near their residences.

Need for Parking Policy

Parking facilities are an integrated component of the road transportation system. Insufficient parking facilities act as restriction to the movement of vehicular trips & act as hindrances to the proper functioning of city activities. Provision of parking facilities impose financial costs,

environmental costs, contradicts community development objectives for more liveable & walkable communities. Abundant unpriced parking tends to increase driving and discourage the use of alternative modes. With the growth of population, activities and trip generations of various categories of vehicular traffic in the KMC area, a policy for generation of parking facilities need to be adopted to ensure the uninterrupted vehicular traffic movement along the major arterial roads and also the dispersal of vehicular and pedestrian traffic in and around the areas of major trip generations.

Objectives of Parking Policy

- To exterminate obstruction from carriageways thereby improving the steady flow of traffic and augmenting carriageway capacity
- To contribute to a city's economic activities by ensuring a 'turnover' of different vehicles rather than long stay vehicles in commercial areas
- To persuade social objectives of providing passable parking space at certain locations for certain social groups e.g. mobility disadvantaged, residents

Role of Stakeholder

The following authorities are responsible for making of good and efficient parking policy –.

Kolkata Municipal corporation, Development authorities i.e. KMDA, Public vehicle Departments & Road Transport Authorities, Police Department, Transport Department, Public Works Department, Urban Development department, Municipal Affairs department, Railways Department, National Highway Authority of India etc.

Principle of Parking Policy

The total nos. of vehicles all over KMC area is upward at an alarming pace. The space requirement is met through parking on roads, apartments, sidewalls, open spaces, Office buildings, bus passenger shelter. Every car owner would wish to park the car as closely as possible to the destination

so as to minimize his walking. This consequence in a great demand for parking space in various areas of the city, where activities are concentrated.

Strategy Intent of Policy

The strategy intent of the policy is to :

- i) Efficient management of parking demand and management of parking facilities
- ii) Reduction of congestion especially at intersection points
- iii) To minimise the parking demand
- iv) Safety of pedestrian
- v) To minimise traffic disruption and congestion owing to on street and uncontrolled parking of vehicles
- vi) To enable appropriate pricing for the various parking facilities

Parking Regulations

Few areas of the city may be declared as no parking zone either fully or partially on definite days.

Off street parking norms in Building Regulations for apartments to accommodate visitors parking needs.

Encouragement in building regulation to develop more multi level car park by relaxing Floor Area Ratio (FAR) norm may be prerequisite.

Illegal/ unauthorised parking is to be dealt with disciplinary measure such as fines, high parking charges.

Recommendation

Generation of Off- street Parking facilities in already built-up areas at locations of majors vehicular and pedestrian concentration

Off- street vehicle parking facilities to be generated in built-up areas nearby Office complexes, shopping complexes, cultural activities zones or majors passenger terminal etc. where the existing on street parking of vehicles create major traffic bottleneck . Where land for such off-street parking facilities are not available attempts to be made for providing underground parking in nearest park or public open spaces and by the

construction of multi-storied parking structure with commercial activities over the existing bus terminal and depots.

Need for creation of off-street parking facilities

With a view to limited road space (7 % approx.), high density of traffic and the combination of fast vehicles , slow vehicles and pedestrian , the major arterial roads in Kolkata Municipal area need to be kept free of on-street parking of vehicles to ensure a desirable level of flow of vehicular traffic as well as pedestrian traffic. It has been observed that the on-street parking of vehicles decreases the effective carriageway widths of roads to significant extent and with the steady growth of vehicle population this occurrence would gravely affect capacities of the existing roads and thereby travel situation in future. Parking facilities at different categories of vehicles at specific locations and of the major roads and pedestrian activity zones are to be created both within the Kolkata Municipal Corporation core area as well as in the outside KMC for safe and smooth movement of vehicular and pedestrian traffic and for the proper functioning of various city activities.

Priority areas

The areas which should get priority for provision off –street parking are: Central Business District (CBD), commercial areas and shopping activities zones, cultural and recreational centre viz. Cinema hall, theatres, stadium and religious places, Railway stations and majors bus terminals, whole sale trading areas and good handling zones including port, dock etc. hospitals, schools and colleges.

On Street Parking

In order to minimise traffic disruptions & congestions created by the on-street parking special attention is required to –

Maximise the effective width of carriageway;

Selection of the location of on-street parking space;

Selection of the location of on-street parking lots on major arterial roads & transit corridors;

Delineating the on-street parking lots with proper traffic signage & road markings;

Provide the parking facilities for different categories of vehicles;
In commercial areas & market complex will be provided minimum amount of parking facilities for goods vehicles.

Exclusive Parking: The exclusive car parking space right provided to the commercial and Institutional establishment viz. Nursing home, Diagnostic centre, Malls, Multiplex, Hotel & Restaurant, ceremonial house, Business Houses approach the KMC with their respective needs to have their visitors car parking area/ stretch in front of their establishment. Individuals are also given this right based on specific grounds like physically handicapped, heart, kidney, pregnant patient for specific period of time.

Short stay parking: Short-stay parking is preferably located in nearness to trip destination and protected from long-stay parkers. Separate short-stay parking facilities may be required for business user, office visitors, amusement and tourist visitors, visitors to residential unit's etc.

A short stay parking (Road side, multi level, on grade, Private/ Public) will be created according to the area requirements.

Protection from long-stay parker will be made sure by means of time restrictions and/or by suitable pricing structure.

Parking of vehicles by owners and employees of establishments in short stay parking lots for long-stay purpose will be discouraged through proper pricing method.

Parking costs will be uniform irrespective of nature of parking or ownership in so far as a street is concerned.

1. KERB

FOOTPATH

2. **PARALLEL PARKING**

KERB

45°

**FOOTPATH
45° PARKING (ANGULAR)
Parking in Residential Areas**

Public roads are a public resource intended mainly for the movement of vehicles and not for parking. Vehicles owned by residents will not use the roads in residential areas for long-stay parking.

Building bye laws will be imposed to encourage parking in residential areas. Parking in private off-street locations will be promoted through necessary amendments to the building bye laws.

Option of providing exemption from payment of property tax will be explored to promote private parking lots.

By providing additional FAR steps will be taken to create more parking spaces in residential areas.

Heavy Vehicle Parking

Overnight parking of buses, trucks, tourist buses, vans, water tankers, Container, Lorries etc along major roads will be discouraged.

Specific off-street parking facilities will be made available by the owners/operators of the vehicle for night-time parking or when the vehicles are not in use. Such vehicles will be discouraged from occupying the road space of the major roads for long-stay parking.

Overnight parking of private vehicles will be allowed on notified areas and such areas will be brought under the management of private service providers. However, overnight parking of commercial vehicles such as Call Taxis, Light Commercial Vehicles, Buses, Trucks etc. in the residential area will be discouraged.

Long-stay overnight parking will be avoided considering the possible irritation due to noise disturbance and safety hazards, associated with such parking.

Parking in Metro Station & Bus terminal

Commuter parking shall be streamlined at the Metro stations and at the bus terminals by the respective authorities to facilitate the commuters to adopt the park and ride concept.

Depending on demand, parking facilities will developed at railway stations by the railway

authorities on priority basis.

Development or park and ride facilities at suburban stations and at bus terminals will be encouraged.

Parking in front of Petrol Pump

Parking is strictly prohibited in front of Petrol Pump, Bus Depot and GAS (LPG) godown.

Off –Street Parking lots and multi level parking

Parking lots will be developed both by government agencies and private developers on PPP model. BOT concept may be encouraged in development of parking lots.

Private land owners shall be provided with licence for allowing development of parking facility. This will have compulsory waiver of Corporation taxes and other motivation like capital subsidy as it is an infrastructure.

Recommendation by Kolkata Traffic Police & KMC for On –Street

Parking

The following points are to be considered for on –street parking as guided by Kolkata Traffic Police Department.

The on street parking is to be allowed on some roads where there is sufficient Right of Ways (ROW) and approval of Traffic Department. A provision of 15 metres space should be demarcated in each side of major roads crossings to remain free from any parking (No Parking Zone). Whereas, in case of minor intersections, 09 metres of space on each side to be kept free for manoeuvring the vehicles.

For allotment of exclusive car parking facility the concerned business houses have to submit KMC Authority an application along with all relevant papers/ documents. Based on clearance and the site inspection report of Deputy Commissioner (Traffic), Kolkata Police, KMC Authority may approve based on power to grant the prayer for exclusive car parking space. The duration of car parking is mentioned at their permission document.

Cars should be kept parallel to the kerb;

Fee parking board should be fixed on the stretch;

Parking attendants should wear prescribed uniform and identity badges;
 Rate chart should be displayed properly parking rate and timing of parking should be clearly mentioned and affixed at different strategic points of parking lot of the city;

Parking register should be maintained;

Kolkata Police Authority reserves the right to withdraw fee parking temporarily or on permanent basis, if required. In future KMC should authorize any agency for implementation of IT based e-parking solution and installation of CCTV in fee parking areas. The staff engaged by the licensee at the parking site should wear uniform and carry Identity Cards as specified by KMC. Car Parking space should be marked by white paint and arrangement of parking layout in a carriageway should be at the direction of Kolkata Police Authority.

Criteria for getting permission for Car parking:

Sl No	Types of Car Parking	Permission concern authority
1	On Street Parking	Permission is granted through tender process
2	Off Street Parking	Permission is granted through Building Department, KMC
3	Night Parking	Permission is granted through tender process
4	Exclusive Parking	After getting clearance from the Traffic Department, Kolkata Police, KMC would grant the permission to the applicant directly upon the submission of all relevant documents in supports their allotment.

5	Short stay Parking	<p>After getting clearance from the Traffic Department, Kolkata Police .KMC give the permission to the applicant directly upon the submission of all relevant documents in support their allotment.</p> <ul style="list-style-type: none">➤ In case of one / two cars the permission may be granted by Hon'ble Mayor, KMC based on recommendation for Department with valid ground. <p>In case of multi number of cars the permission may be placed before MMIC meeting for discussion.</p>
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Citizen's Charter for Parking, KMC

Sl No	Specific Service sought	Application Procedure	To whom application is to be submitted	Documentation to be submitted with application	For queries Officer to be contacted	For complain Officer to be contacted	Time limit for providing the service
1	Exclusive Parking (for commercial & Institutional vehicles)	Plain paper application	Office of the Chief Manager (Parking)	1.Trade Licence 2.Copy of PAN Card 3.Hand sketch of the specific plot	Assistant Manager	Dy. Manager	1(one) Month
2	Night Parking (Time limit 10 PM to 7AM)	Plain paper application	Office of the Chief Manager (Parking)	1.Trade Licence 2.Copy of PAN Card 3.Hand sketch of the specific plot 4.Tax token	Assistant Manager	Dy. Manager	15 days

3	Fee Parking a)Day Parking is applicable from 7AM to 10PM b) Night Parking is applicable from 10PM to 7AM	As notified in the tender notice					
4	Complaints related to Fee Parking Zone	Plain paper application	Office of the Chief Manager (Parking)		Assistant Manager	Dy. Manager	15 days

➤ **In case of granting Fee Parking zone at Night plain paper application can also be done**

➤ **The rate of Day & Night Fee Parking can be seen at www.kmcgov.in**

➤ **In case of misbehaviour of the collector at parking spot, please take a collector and send to Chief Manager (Parking) through Whats App at his mobile no-9830693840 OR, at KMC Whats App No. - 8335988888**