

PARKING POLICY FOR RESIDENTIAL AREAS

Background

It is a well-known fact that the city is getting clogged with increasing number of private vehicles every year. As per 2015, statistics of the Administration more than 10 lakhs vehicles are present in the city; out of which 35% are cars and remaining are two wheelers. Further, in the same year, per capita vehicles ownership per house hold in Chandigarh was reported as four. It implies that the parking demand is insatiable; and uncontrolled parking supply encourages private mode dependency in this land locked city with a limited road network.

The problem of parking is acute in the residential areas specially in the Marla row housing, LIG/EWS housing which were designed for single family units but are now housing a minimum of three families each. Along V-4 and V-5 roads though there exist sufficient setback to park vehicles within the plot area; however, in many cases people are parking their vehicles on the street and using the setback portion for gardening and plantation works etc., whereas cars are encroaching the right of way of pedestrians and public spaces.

In view of above issues, this policy has been drafted to resolve chaotic parking situation in the residential areas, strict enforcement to prevent misuse of limited resources, reclaim the right of way of pedestrians and restrict parking of vehicles on invaluable greens of the city. In addition to this the possible and optimal ways of increasing parking supply have also been considered.

Parking demand management measures to curb excess parking:

- Concept of congestion pricing shall be introduced in Sector-17, Sector-22, Sector-35, Sector-43, high density commercial markets along V-1/V-2/V-3/V-4 roads, Industrial area Phase-I and II. The user fee will be high during morning (9.00 AM to 12.00 noon) & evening (5.00 PM to 8.00 PM) peak hours.
- Mandatory plying of staff buses by Industrial/IT companies with more than 50 employees. Penalty of Rs.1,000/- per car per day will be levied for all cars parked outside the premises.

- Working Place Parking Levy (WPPL) shall be introduced in public institutions at an initial stage and the same may be extended to private institutions/ organizations in the city. Later also to encourage low carbon travel modes, employers may provide incentives/passes to public transport users. Revenue generated from the WPPL may be used in improving public transport infrastructure to make it more attractive.
- **Certificate of entitlement or COE** is a license received in a successful winning bid in an open bid uniform price auction which grants the legal right of the holder to register, own and use a vehicle within the city for a period of 10 years. When demand is high, the cost of a COE would even exceed the value of the car itself. This COE will be mandatory after 01.01.2018 for purchase of a car.
- The number of COE will be determined on a quarterly basis keeping in mind the holding capacity of the city.
- To minimize parking issues in residential areas and to reduce pressure on roads; road tax shall be levied upto half the price of the 2nd car purchased by any household.
- If the price of car is Rs. 10 lakh and above road tax upto half the price of the car shall be levied.
- Vehicle owners to produce certificate of availability of parking space at the time of registration for every car purchased after 01.01.2018.

Parking supply measures in residential areas:

- Boundary wall of marla houses shall be removed to accommodate more vehicles.
- Community parking in each sub-sector shall be created by using neighborhood commercial and institutional parking lots overnight, on rental basis, to be managed and run by the registered Resident Welfare Associations (RWAs).
- Green areas shall not be converted or used for parking as it has adverse impact on environment and public health, especially for children.

Miscellaneous:

- Out station registered vehicles except Punjab and Haryana shall be charged 50 % of higher parking fees than other vehicles.
- A 50 % rebate in property tax will be made for residential Marla houses having private parking lots within their sites.
- Registered members of Resident Welfare Association (RWA) society should actively enforce pedestrian/cyclists' right of way instead parking of cars on footpaths.
- Gardening/plantation blocking pedestrian/cyclists' right of way will not be allowed on all V-4, V-5 and V-6 roads.
- All on-street parking spaces wherever identified should be parallel to the road. Violating the same, penalty shall be levied to be decided from time to time by the Competent Authority.
- Functions, melas or gatherings within the sectoral grid of Chandigarh and Industrial areas attract huge number of cars. Hence, organizers/industrial owner shall arrange shuttle service from prominent locations and the same may be widely published in local newspapers well in time.
- All institutions to clearly demarcated pick-up/drop off zones and they must implement signages showing time limits of pick-up and drop off school children. Failure to do so shall attract heavy penalties on the school management.
- All schools, cultural and educational institutes should strictly follow the parking norms as amended in the Chief Administrator's order dated 21.01.2015 issued vide Endst. No.11/2/70-UTFI(4)-2015/634.
- To achieve safe turning for Emergency vehicles/Fire Trucks in residential areas, parking of vehicles upto 15 mtr. distance will not be allowed on all approaches near inter-sections on V-4, V-5, V-6 roads. For this, 'no parking' zones should be clearly demarcated at inter-sections.
- In case of plots having size One Kanal and above, parking of cars/2-wheelers on metalled portion of the road and road berms of the plots will be strictly prohibited.

- Technology interventions such as mobile application development shall be explored to enable residents to sublet their unused parking spaces within their plots.
- Within three months from the notified parking policy in the city, it would be mandatory for all vehicle owners to submit an affidavit to adhere to parking laws/regulations made by the Government of India and parking norms set up by the Competent Authority.

Parking Norms in Residential areas as per Notified Chandigarh Building Rules (Urban)-2017:

A. Parking norms in Residential (plotted) as follows:-

Below 10 marla	=	1ECS
From 10 marla to below 1 kanal	=	2ECS
From 1 kanal to below 2 kanal	=	3ECS
2 kanal and above	=	6 ECS

- **Note:-** The construction of front boundary wall is optional.
- To facilitate parking and movement of vehicles, two main gates shall be permitted along accessible road in the front boundary wall of the residential buildings.
- Stilt parking at ground floor shall be allowed within the permissible ground coverage, FAR and height of the building.

B. Parking norms in Group Housing is as follows:-

- 1.5 ECS per DU with unit area upto 111.48 Sq. m
- 2.0 ECS per DU with unit area upto 278.70 Sq. m
- 3.0 ECS per DU with unit area above 278.70 Sq. m

10% guest parking shall also be provided on surface for visitors.

Pricing methodology for Parking:

Municipal corporation or municipality (the Competent Authority) of the city shall determine and renew the structure and amount of parking tariff for all the vehicle classes at all the public parking locations (both on street and off street) within the Competent Authority's jurisdiction considering following aspects:-

- 1) The base price of parking for each type vehicles shall be determined based on space occupied by each vehicle, cost incurred in maintaining the parking space and circle rates (prevailing collector guideline rate for residential plot) of land in that particular area as per collector rules. The following formula shall be used for determining the base tariff of parking per hour for any area of interest in the jurisdiction of Competent Authority for a particular vehicle type in a particular area.

$$\text{Base tariff} = \text{tariff as determined for core area} * \frac{\text{Circle Rate of Interest}}{\text{Circle Rate of Core Area}}$$

- 2) The actual parking fee per hour shall be calculated for each area of the city or town as mentioned below,

$$\text{Actual Parking tariff} = \text{Base tariff} * \text{Public Transport Factor} * \text{Congestion Factor}$$

Where,

Transit Factor = 1.25, if the parking location is within 600 m service area of a public transport stop

= 1, if the parking location outside 600 m service area of a public transport stop

= 1.5, if the parking location is within 600 m service area of a Mass Rapid Transit stop

Congestion Factor = 1.5, during peak hours of traffic

= 1, during non-peak hours of traffic

It is to be noted here that the Competent Authority shall specify the peak and non-peak hours for traffic with due technical consultation process.

- 3) The tariff per hour for any vehicle shall be lower for the initial hours and the rate shall be increased for subsequent hours as determined by the Competent Authority or shall follow the following structure for increase.

S.No	Total Parking Duration	Structure of parking tariff per hour
1	<= 1 hour	0-1 Hour => Parking tariff per hour *1
2	<= 4 hours	Hour => Parking tariff per hour *1 1-4 Hour => Parking tariff per hour *1.25
3	<= 12 hours	0-1 Hour => Parking tariff per hour *1 1-4 Hour => Parking tariff per hour *1.25 Hour => Parking tariff per hour *1.5
4	>12 Hours	0-1 Hour => Parking tariff per hour *1 1-4 Hour => Parking tariff per hour *1.25 5-12 Hour => Parking tariff per hour *1.5 Hour => Parking tariff per hour *2

- 4) **Parking Pricing in Parking Benefit Districts:** Parking to be priced for every half hour slots, increasing exponentially as per the formula $(1.5X+10)$, where X is the charge for the previous hour, up to a maximum of three hours.
- 5) E.g. min. parking fee could be Rs.10/- for first half hour, Rs.25/- for 1 hr, Rs.81/- for 2 hours, etc.
- 6) There can be monthly or daily passes for parking for any class of vehicle which shall be determined at the own discretionary of Competent Authority.
- 7) The Competent Authority shall also have right to modify the parking tariff structure in consultation with technical experts from the Administration but not within the 2 years after previous modification.
- 8) The parking fee shall be followed at all the public parking places owned by the Competent Authority.
- 9) The parking tariff structure shall be displayed at all the parking locations and also on the websites of Competent Authority.
- 10) Competent Authority shall propose concessions in parking fee or exemption from parking pricing for non-motorized vehicles, police vehicles which are on duty, Municipal Corporation Vehicles which are on duty, essential service vehicles such as ambulance, fire brigade and motorized vehicles driven by physically challenged persons.

CHANDIGARH ADMINISTRATION
UT, CHANDIGARH

CORRIGENDUM

In continuation to this office notice published on dt: 24.11.2017, it is informed that the general public can submit their comments/objections on the draft parking policy upto 15.01.2018 to the Chief Architect, Deptt. of Urban Planning, Chandigarh Administration in writing or through e-mail ID i.e. stpcbbl.chd@gmail.com. The policy is available on the official website of Chandigarh Admin i.e. www.chandigarh.gov.in.


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