

JAMMU MUNICIPAL CORPORATION,


TOWN HALL, JAMMU

NOTIFICATION NO. 03 OF 2011

DATED 21-09-2011

In exercise of the powers conferred under section 395(I) sub section (VI) of Municipal Corporation Act, 2000, I S.C. Sawhney, Commissioner, Jammu Municipal Corporation, do hereby notify the Parking Policy for implementation within the limits of Jammu Municipal Corporation.

The Parking Policy shall come into force from the date of its publication in the Government Gazette.



S.C. Sawhney, KAS

Commissioner,

Jammu Municipal Corporation.

NO: MS/28H/8/363-67

Dated:

21/9/2011

Copy to the:-

01. Principal Secretary to Government, Housing and Urban Development Department, Srinagar, for inf.
02. Divisional Commissioner, Jammu for inf.
03. Inspector General of Police Traffic, for inf.
04. General Manager, Government Press, Srinagar for publication in the Government Gazette.
05. I/c Media Officer, JMC for publication of this notification in all local dailies.

PARKING POLICY



JAMMU MUNICIPAL CORPORATION JAMMU

PARKING POLICY FOR JAMMU CITY

Jammu, the city of temples and the winter capital of J&K state, is a symbol of ancient values and present inspiration. Jammu has a distinct image due to its heritage, location and linkage. Jammu Urban Agglomeration which has shown very high annual growth rate of 4.87% from 1981-2001 with the population increasing from 223,000 in 1981 to 580,000 in 2001. The unprecedented growth of the population has been mainly due to the influx of migration from the Kashmir Valley and other parts of the state, rapid growth of residential, commercial, institutional, industrial and transport activities. The demand of serviced land increased tremendously to accommodate the increasing population and diverse economic activities in and around Jammu city. As a result, the city experienced large scale development on private land around and within the city limits. The intensity of urban activities like commercial, institutional and educational has manifestations in the form of traffic congestion, parking problems etc.

The old city area which is highly congested and its extensions which constitute Gandhi Nagar, Bakshi Nagar, Rehari, New Plot, Canal Road, Talab Tillo Road, Rail Head Complex, Trikuta Nagar, Shastri Nagar, Channi Himmat where commercial and institutional activities are increasing day by day with a variety of mix-use zone facing the problems of traffic congestion and parking. Almost all the economic, social, Government and cultural activities are concentrated in these areas on the one hand and many unauthorized housing colonies have mushroomed on the other hand. These areas attract and generate large volume of traffic from and to the residential colonies located on the outskirts. The city attracts large floating population from the whole region coming for education, medical facilities, business purposes, adding to the traffic and parking problems.

The annual growth rate of population from 1981 to 2001 was 4.87%. The registration of vehicles per annum has also been increased from 15852 in 2001 to 40173 in 2010 whereas the width of various roads has not changed significantly. The details of vehicles registered with RTO Jammu from 2001 to 2010 is given in detail in attached letter

No. 1 which shows that there is an increase of 153% in the registration of vehicles from 2001 to 2010. Apart from this the vehicle population increases in the city of temples because of pilgrim tourism also as approx. Seven million Yatris visit the holy Shrine of Mata Vaishno Devi

Need For Parking Policy

Although various efforts have been made by Jammu Development authority, Jammu Municipal Corporation to develop the parking lots in Jammu municipal areas in a well planned manner but they are not sufficient to accommodate the increasing number of vehicles resulting into the parking of vehicles on roads leading to congestion on the roads. Almost all the parts of the city including CBD and outer areas experiencing traffic jams with on street parking. At present the parking lots developed and managed by JDA and JMC with their parking capacity is given in Annexure A.

Besides the above mentioned organized/ manned parking lots, there are some other parking lots which are neither manned by any department nor any parking fee is being charged are given in Annexure B.

In order to increase the parking capacity/ infrastructure we should go for multilevel parking in basements and above the ground as well as on street and off street parking where the width of the road is more than 7.5 mts with one way traffic. The parking policy shall be one of the components of the overall transport policy.

Since the development of different kinds of activities and increase in the number of vehicles of all categories is a continuous process and liable to cause more parking demand and space and it is necessary to prepare a comprehensive sustainable parking policy for the Jammu city so that parking problem is solved to its maximum extent.

Principles of Parking Policy

- The demand for parking is influenced by pricing and travel alternatives
- Parking policy not to create excess supply but to encourage balanced transportation systems and reinforce central areas

- Encourage the public transport system and use of individual vehicles shall be discouraged.
- The areas lacking in parking facilities shall be dealt first.
- The land for parking shall be acquired immediately as per the land use pattern given on the Master Plan.
- Incentivizing the sharing of office vehicles by officers/official working in the same office Establishing transit zoning and reducing parking requirements.
- Conservative parking requirement allow better accommodation for public transit, walking and bicycling

Objective of the Parking Policy

- To encourage the people to use the public transport system by giving preferential treatment to public transport over motorized individual modes.
- To reduce the traffic congestion on roads.
- To educate the people to obey the traffic rules and park the vehicles only on the places earmarked for the parking purpose.
- Graded scale of parking fee high parking fee in CBD and low parking fee on the periphery ensuring the recovery of the economic cost of land used in parking
- Standardization of policy of parking requirements for commercial and institutional activity;
- Integration of the public transport systems with the parking lots with incentives for using public transport for trips to city centre.

Salient Features Of The Policy

1. City shall be divided into various use zone:
 - a. Commercial use zone (CBD)

Comprising of Raghunath Bazar, Kanak Mandi, Moti Bazar, Rajinder Bazar, Residency Road, Pacca Danga, Jain Bazar, Link Road, Purani Mandi, City Chowk and Hari Market, Chand Nagar, Gumat, Gurudwara Sunder Singh Road.

b. Mixed Use Zone

Bakshi Nagar, Sarwal, Rehari, New Plot, Janipur, Gandhi Nagar, Rail Head Complex, Canal Road, Talab Tillo areas predominantly with institutional, education and Darbar move accommodations.

c. Predominantly Residential Colonies/ areas

Channi Himmat, Sainik Colony, Trikuta Nagar, Roop Nagar, Bantalab, Gangyal, Greater Kailash, Sidhra are predominantly residential areas.

d. Predominantly Transport and Warehousing Zone

Transport Nagar, Fruit Market, Rail Head Complex, Bus stand, Ware House as purely commercial areas.

Zone (a) Due to non-availability of the parking space this zone shall discourage individual modes and shall incentivize public transport by levying high parking fee. On street parking shall be allowed on the roads having road width more than 7.5 mts and having only one way traffic. Such roads for on street parking shall be identified and notified for parking with parking rates.

Zone (b) The extended areas as per para (b), have both areas predominantly commercial, institutional as well as residential. Parking problem in commercial areas like Gole Market, Apsra Road, Last more, Bakshi Nagar main road, New Plot, Talab Tillo main road is acute where similar type of policy shall be adopted as proposed for Zone 1 (a). For the rest of the zone which is predominantly residential lower parking fee shall be levied. Since these areas have scope for developing parking lots and it is proposed that available vacant land (Private as well as Govt.) shall be acquired by developed in private or in PPP mode after the land is acquired by JMC/JDA for the development of future parking lots. Simultaneously site for Auto and Matador Parking shall also be identified and acquired.

Roads having more than 7.5 mts width (one way traffic) and above shall be identified & notified for parking both for two wheelers, three wheelers as well as for cars along with parking fee.

Zone (c) Areas mentioned at para (c) shall have both on street as well as off street parking lots. Since the vacant land is still available in these areas and on street as well as off street parking lots can easily be developed for future requirements, parking fee at lower rates is proposed for these areas.

Zone (d) Areas mentioned at para (d) above shall have big parking lots for trucks, buses, matadors, and load carriers etc. to cater to the needs of wholesale business. These zones shall be termed as specialized parking zones for public transport system both passengers as well as goods.

Parking Requirements For Different Uses:

Parking varies from land use and activities of a particular area. The main forms of parking requirements are as follows:

1. Parking for residential use/ area.
2. Parking for commercial area depending upon the level and nature of commercial activity.
3. Parking for institutional use.
4. Parking for offices.
5. Parking for Hospitals.
6. Parking for recreational use.

The requirements for parking can also be classified on duration basis:-

1. Short term parking. (Less than 1 Hour)
2. Medium term parking. (1 hour to 2 hours)
3. Long term parking. (More than 2 hours)
4. Permanent/ overnight parking. (Full Night)

The requirements for parking can also be classified on vehicle basis:

1. Two Wheeler Parking.
2. Three wheeler parking.
3. Small four wheeler parking.
4. Medium four wheeler parking.
5. Large four wheeler vehicles parking.

Parking can also be classified on the technology basis:

1. At Grade parking. (Single Level Parking)
2. Multi story manual parking (Both below-ground & above ground).
3. Multistory semi automatic parking.
4. Multistory fully automatic parking.

Grade Parking:

This type of parking is easy to construct, involve very less cost and have more utility and capacity. It also requires less man power to operate. It is also easy to maintain, whereas multistory parking is costly in construction, and requires manpower and electricity for operations.

Forms of Parking:

Parking requirement varies from one use to another use and municipal building byelaws shall be modified if needed accordingly.

a. Parking for Residential Areas

Parking for Residential Areas again varies for plotted development and flatted development as per Jammu Municipal Building Byelaws as well as as-per Jammu Master Plan proposals. Provisions shall be made in Jammu municipal Byelaws for the approval of building plans for various uses with mandatory parking provisions.

The number of parking requirements will be decided separately for different income groups. In flatted development, space for 2 cars/dwelling units shall be provided for H.I.G category, 1.5 ECS for M.I.G and 1 ECS for L.I.G category. In such complexes about 20% to 25% extras provision shall be kept for visitors in the complex. The details of parking norms shall be published and notified by Jammu Municipal Corporation. In case such complex do not have sufficient parking space, on street parking shall be allowed on payment basis with separate rates for day parking and night parking.

In old parts of the Jammu city, on street parking during day shall not be permitted on the roads where width of the road is less than 7.5 mts. During night, parking shall be permitted after charging the rates as decided by the Corporation. No Open patches within old city shall be incentivized for use of parking both in private sector and in PPP.

b. Parking for Commercial Areas:

No commercial building shall be allowed to come up without sufficient parking facilities as per the norms laid in the municipal building byelaws. In commercial area duration of parking ranges from 1 hour to 12 hours i.e. short term parking as well as long term parking. The shopkeepers will have long term parking whereas customers visiting the market will have both short term as well as long term parking.

Parking rates shall be decided by the Jammu Municipal Corporation/Jammu Development Authority depending upon the parking duration, size of the vehicles and availability of parking in the area. Depending on the availability of space and the parking requirement, type of parking shall be decided.

For on street parking there shall be higher parking fee as compared to off street parking. In old part of the city freight vehicles shall not be allowed to enter and unload the goods during day time and shall be allowed only during night or in early morning hours.

c. Parking for offices and Institutional Building:

- It has been observed that the Govt. office buildings as well as banks, private/ corporate offices also lack in parking facilities. To solve this problem it is suggested that officers/ officials may be encouraged to use the public transport mode, share the official vehicles. No office/ institutional building shall be allowed to come up without sufficient parking facility within the premises.

- No educational building shall be allowed to come up unless it provides for the parking of the buses used. Personal vehicles to transport the students shall be discouraged.
- On street parking shall not be allowed near educational and institutional building.
- Rates shall be applicable depending upon the duration of parking and size of the vehicles.

In institutional building like Hospital and medical establishments both long term and short term parking shall be provided for different types of vehicles. To avoid congestion, there shall be paid parking in institutional building. No such building shall be allowed to come up unless parking provision is kept within the premises.

d. Parking for Recreational area:

Sufficient parking space for all types of vehicles shall be provided near the recreational area like Park, river front, stadium, play grounds etc. Parking fee shall be charged again on the basis of parking duration, types of vehicle and size of vehicles.

Specific Interventions:

- i) No parking lot shall be developed on crossing and round intersection and minimum 75 mts. stretch on all arms shall be kept free.
- ii) No on street parking shall be allowed on the roads having road width less than 7.5 mts.
- iii) On road parking lots shall be clearly separated either by stones or by a white thin line

- iv) Proper bus bays shall be designed for each bus stop and shall be separated from the main road.
- v) No parking lots shall be developed near the bus stop.
- vi) Footpath shall be kept clear for the pedestrian movement and no vehicle shall be allowed to park on the Foot path.
- vii) Vacant land parcels /plots near offices, commercial areas either be acquired by the JMC /JDA for the development of parking lots or taken on lease basis for the said purpose.
- viii) Proper lighting arrangements shall be made in the parking lots for safety of the vehicles as well as for users.
- ix) 'No Parking' zone shall be notified and sign board indicating no parking zone shall be erected.
- x) Heavy penalty shall be imposed for wrong parking and parking in no parking zones.

Taxing Intervention

- i) Heavy registration rates and road taxes shall be imposed for multiple ownership of the vehicles i.e. for 3rd and 4th vehicles.
- ii) To make journey more safer heavy penalties shall be imposed on drivers without driving license.

Enforcement:

Enforcement is the most important tool for the implementing the Traffic rules and regulations. Enforcement can be done by the following way:-

- a) Assistance of Police/Traffic police shall to be taken for enforcing the parking policy of the JMC/JDA
- b) City shall be divided into various zones and each zone shall be maintained by a police officer who shall be empowered for enforcing rules/ regulations.

- c) Each zone shall have the man/machinery for the clearance of roads if blocked by way of any accident or by other mean.
- d) Police dealing with parking /enforcing the traffic rules shall be trained for the purpose.
- e) Every violator of the traffic rules/Parking shall be served with notice and challaned in the Court of law.
- f) The use of automated systems would be encourage for the enforcement agency to identify wrongly parked vehicles and fine them.

As a parking policy for the future JMC/JDA/Housing Board /PWD shall keep the parking provision in their schemes. Some places have been proposed for JMC and JDA for the development of multilevel parking/ graded parking which are listed in annexure C.

Besides these parking lots parking for Autorikshaws, Taxi, Tata Sumo and other passenger vehicles needed to be developed on appropriate places.

Recommended Bylaws Interventions

- a) Building specific parking space requirement
 - In all complexes including residential complexes, hotels, restaurants and lodges, business buildings, commercial buildings, institutional buildings like hospitals, educational buildings like schools and colleges, multistoried buildings/ complexes etc and all other non residential activities provision shall be made for parking spaces as per the following requirements:

Category of building activity	Parking area to be provided as percentage of total built up area	
	In JMC Area	In rest of Development Authority area
Shopping Malls with multiplexes, multiplex complexes, information technology enabling services	35%	30%
Hotels, restaurants, lodges, cinema halls, business buildings, other commercial buildings, offices and high rise buildings/complexes	30%	20%
Residential apartment complexes, hospitals, institutional buildings, industrial buildings, schools and colleges and other educational buildings	30%	20%

Parking spaces shall be provided in all sections:-

- Basement or multilevel parking shall be permitted only for plots having area more than 1000 Sq. mts.
- On stilt.
- In open spaces at set backs area.

Safety measures to be taken in multi level parking:

- Multilevel parking complexes shall have sound structural design and shall be designed by a structural engineer.
- The parking spaces shall be properly designed and gradient of the ramp shall not be more than 8%, with proper turning radius and weaving length.
- Area designed by parking shall not be allowed to use for any other purpose.

- Minimum 3.6 mts wide ramp shall be constructed in case of single way ramp and 7.0 mts wide ramp shall be constructed for both ways for multilevel parking.
- Proper fire fighting arrangement shall be made in the multilevel parking complexes and space for the movement of fire fighting vehicles shall be kept.
- Basements or cellars shall be constructed keeping a minimum a distance of 3 mts from other property line.
- 15% of the area in basement/ cellar shall be allowed to use for services/ facilities, A.C plant, storage, electricity room, chemicals room, toilet, laundry etc.
- For multistory parking notified building line shall be maintained as front setback.
- Construction of big parking complexes shall be encouraged in private sector.
- Multilevel parking complexes shall be developed on PPP model. To encourage such type of parking lots and enclaves, the development of these parking complexes/ parking lots incentives like TDR would be considered by the sanctioning authority.

Parking Demand Assessment:

- Annual survey of traffic volume, parking available, parking required/ demand, duration of parking, vehicles registered with RTO, origin and destination, parking on road and off road, fee charged for parking in different areas of Jammu city over congestion and parking needs shall be identified along with parking characteristics.
- Depending upon the above survey JMC/JDA should go for development of parking lots as per the areas identified above.
- All the new projects commercial, institutional as well as residential shall not be cleared by JMC unless provision for adequate parking is kept.

Parking Fee:

- Parking fee shall be charged on the basis of status of the area, nature of activity, size of vehicles and duration of parking.

- Small vehicles (cars) shall be charged Rs.25/- per short duration and Rs.50/- for long duration in CBD and other similar commercial areas.
- On street parking shall be charged more as compared to the off street and multilevel parking.
- 20% discount shall be given to the vehicles visiting regularly and who made payment for the whole month in advance.

Additional measures

In addition to the above mentioned components, certain parking measures have been suggested in the Table below, implementation of which may depend upon detailed parking required studies.

Parking Measures	Advice
Public Parking	<ul style="list-style-type: none"> • Identify congested parking area, carry out survey and introduce multilevel parking. • Redevelop major corridors with appropriate mixed land use including parking provision. • Provide adequate parking at commercial centers. • Encourage private sector investment in multilevel parking facilities. • Enforce use of basement for parking. • Introduce a policy for new vehicle registration with owner's parking availability. • Remove encroachment on land earmarked for parking.
Park and Ride	<ul style="list-style-type: none"> • Necessary to integrate road bus and other modes of transport system and encourage use of public transport. • Creation of adequate parking space and major bus/ truck station/ depots to encourage "Park and ride"
Underground parking	<ul style="list-style-type: none"> • Investigate feasibility of parking area under the open spaces thereby avoiding disturbance of green area.
Parking in Residential area	<ul style="list-style-type: none"> • Remove encroachment from residential streets. • Redesign widths of residential streets to accommodate car parking.

Parking
Standards

- *Encourage schools to address parking problems and develop guidelines to assist them.*
- Parking should be conforming to parking standards of each premise.
- Where no standards are prescribed, the standards (equivalent car space) given in the development code section of the Master Plan/ UDPFI Guidelines should be followed.
- Parking studies should be carried out for large projects such as Shopping Mall, group housing, multiplexes, cineplexes etc.
- For other vehicles the following standards shall be maintained.

Multilevel
Parking

Multilevel parking should be developed in designated parking areas or vacant areas with the following development controls:


- a) Minimum plot size 1000 Sqm (smaller plots could be considered by the relevant authorities)
- b) In addition to the permissible parking spaces (ECS) on max. FAR, 3 times additional space (ECS) has to be provided for parking component only.
- c) Far, height and set backs to be permitted could be considered case-by case basis subject to technical viability and feasibility.
- d) In case of comprehensive schemes, development controls including height shall be per approved scheme.
- e) Number of basements- no limit subject to adequate safety measures.


Parking charges

- Introducing variable parking fees which would enable higher parking charges to be levied in particularly problematic area n order to discourage people from traveling in their vehicles and hence reduce congestion.
- Areas in and around transit stations should have lower parking fees in order to encourage people park their vehicles at transit stations and shift to public transport means.
- Bicycle parking may be free of charge to promote greater use.

Peoples's Participation/ Cooperation:-

There can be no meaningful development in any society if the people themselves are kept out of any process. People's participation/ cooperation are essential to create a sense of discipline to obey traffic and parking rules/ regulations. Creation of parking infrastructure requires not only funds but the people cooperation also. It is essential to make people aware of parking rules and regulations and need of parking.


Commissioner,
Municipal Corporation,
Jammu.


Senior Town Planner,
Municipal Corporation,
Jammu.

Parking Lots Developed and Managed by JMC/JDA

S. No	Name of parking lots	Parking capacity	
		Cars	Two Wheelers
JDA			
1.	Super Bazar & old Police station	200	175
2.	Doctor's Lane	200	50
3.	Shalimar	32	50
4.	Jewel	77	10
5.	Kacchi Chawni	73	40
6.	Purani Mandi	74	62
7.	Bahu Plaza	283	150
8.	University Gate	25	10
9.	Meridian Hotel	27	70
10.	Subash Chowk	30	30
11.	Rail Head Complex	1106	1000
12.	Samadian	233	200
13.	Khanpur	110 Buses	-
14.	ISBT Transport Nagar	163 Buses	-
15.	Ware House	100 Buses	-
16.	General Bus stand	100 buses + 10 matadors + 30 cars+ 50 Scooters+ 20 three wheelars	
JMC			
17.	Ambphalla (New Plot)	25	30
18.	Residency Road	100	150
19.	Indira Chowk	30	60
20.	Parade Ground	60	90
21.	Town Hall	80	50
22.	Trikuta Nagar main market	50	30

Parking Lots without Management by Any Department

S. No	Name of parking lots
1.	Press Club/ Exhibition Ground
2.	B. C Road near Trikuta Complex & PHE Complex
3.	Gole Market
4.	Apsara Road
5.	Bakshi Nagar Main Road
6.	Ragunath bazar
7.	Circular Road outside D.C Office
8.	Bahu Plaza in front of RBI & BSNL office
9.	Outside Indira Theatre
10.	Vikram Chowk
11.	Outside Amar Singh Club
12.	Aquaf Market Gandhi Nagar
13.	Circular Road
14.	Maharaja Gulab Singh Marg near Jammu Hat
15.	Gandhi Nagar Main Road opp. Convent School

Parking lots developed and manned by other agencies:

S. No	Name of parking lots	Parking capacity	
		Cars	Two Wheelers
1.	Aquaf Circular Road near D. C office	60	100

1. Doctors Lane parking	JDA	Multilevel
2. General Bus Stand	JDA	Multilevel.
3. Prade Ground	JMC	multilevel.
4. Sabzi mandi Parade	JMC	Multilevel.
5. Panjtirthi	JDA	Multilevel.
6. Exhibition ground near Press Club	JMC	two level.
7. B.C. road		JMC on Street parking (At Grad)
8. Maharaja Gulab Singh Marg		JMC on Street parking (At Grade)
9. Bakshi Nagar near Main Road		JMC on street parking (At Grade)
10. Gandhi Nagar, Gole market		JMC on Street parking (At Grade)
11. Gandhi Nagar main road near \ convent School		as two level off street.
12. Apsra Road Gandhi Nagar		JMC on street.
13. Channi Himmat Colony		Housing Board/ JMC (At Grade)
14. Sanik Colony		JMC (At Grade)
15. Greater Kailash		JMC. (At Grade)
16. Roop Nagar colony		JDA (At Grade)
17. EWS Colony Roop Nagar	JDA	(At Grade)
18. Underground parking in Rani park, Kachi Chawani	JMC	
19. Old Post Officer land Pacca Danga		JMC (Multilevel)
20. Parking opposite Chief Education Office near Bridge —		JMC (Multilevel)
21. CD Hospital		Two level JMC.
22. Parking at Janipur opp, JK Bank		Two level JMC
23. Parking lots on circular road to cater the needs of Pacci-Dakhi , Jullaka Moh, Mast Garh and Pir Mitha		JMC both on street & two level, Two level JMC
24. Poonch House Complex Talab Tillo		Two level JMC
25. Basement parking in open area near D.B.N School (old Secretariat)	JMC	
26. Parking near Air Poart opp. Airport		Two level JMC.
27. Truck terminal at 17 Miles on Jammu	JDA	

Pathankot Road

28. Bus Terminal at Birpur, Gurah
Brahmin & Khanpur Nagrota

JDA

*E*N*D*