

# **PARKING AS DEMAND MANAGEMENT MEASURE**

**PRESENTED BY;**

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**At a workshop organized by the Federal Ministry of  
Environment at the Raw Materials Research and  
Development Council, Plot 17, Aguiyi Ironsi Street,  
Maitama, Abuja on Tuesday, 3<sup>rd</sup> November, 2015 at  
8:30am**

## 1.0 INTRODUCTION:

The Abuja Master Plan recognized that parking demand is mainly influenced by the type and function of land use and has adequately provided for effective traffic management and parking within the Federal Capital City (FCC). One of the problems created by road traffic is PARKING. Not only do vehicles require street space to move about, but also do they require space to PARK where the occupants can be loaded and unloaded. Every car owner would wish to park as closely as possible to his destination so as to minimize his walking. This result in a great demand for parking space in the Central Business District and other areas where activities are concentrated.

## 1.1 ILL-EFFECTS OF PARKING

### a) CONGESTION:

- Capacity of the street is reduced
- Journey speed drops down
- Journey time and delay increase
- Operational cost of vehicle increased causing serious economic loss

### b) ACCIDENTS:

- Manoeuvres associated with parking and unparking results in accidents
- Careless opening of the doors of parked cars.
- Moving out of parked position and bringing a car from to the parking location from the mainstream of traffic

### c) OBSTRUCTION TO FIRE FIGHTING OPERATION

### d) ENVIRONMENT – Pollution

1.2 In spite of the above ill-effects, parking has to be allowed on the street or off-streets close to the users' destination.

1.3 Zoning and parking space requirement standards. i.e Land use / Parking space standard

Design standards for on-street parking facility

1.4 Common methods of On-Street parking

i) Parallel Parking

ii) 30 degree angle parking

iii) 45 degree angle parking

iv) 60 degree angle parking

v) 90 degree Right angle parking

#### 1.5 PARKING FACILITY:

Parking facility is the basic requirement of motor vehicles. Any restriction on the place, duration and cost of parking has an immediate effect on traffic. Parking Control is one of the powerful tools of the direct and indirect techniques of restraining traffic from coming into the Central Business District. By a careful formulation of a parking policy, private car journeys to the major centres of activity in the peak period can be easily shifted to the public transport. There are many additional benefits that flow from parking controls. The safety of traffic is enhanced and better use made of the street space for moving traffic.

#### 1.6 TRAFFIC REGULATORY MEASURES FOR 'ON-STREET' PARKING

The regulatory measures range from WAITING restrictions in a street to the comprehensive control over an extended area, laying down where vehicles may or may not park, what should be the waiting time and what charges should be levied for parking. The measures should be periodically reviewed and altered, if necessary. The regulatory measures are generally of two types:

- i) Where use of parking space is authorized for certain period free or for payment.
- ii) Where parking is prohibited but allows waiting for picking up or setting down goods and passengers

#### 1.7 **ENFORCEMENT OF ON – STREET PARKING IN FCC (PHASE I)**

The master plan of Abuja categorized the highway system into two namely;

- i) An expressway system network, consisting of freeway and parkway facilities; and
- ii) A road system, consisting of arterial, collector and local streets which in turn provide internal as well as connection to the express system.

The arterial and collector streets were designed to permit on- street parking. This was based on the projection of the type and function the land use along the arterial and collector streets. Therefore, vehicles which are illegally parked on pedestrian walkways and green verges will be immobilized by the monitoring unit of DRTS using a wheel clamp known as the "Denver Boot", which will be fixed to one wheel of the vehicle, thereby preventing it from being driven away. A notice however, will be stuck to the vehicle giving the driver notice of the offence committed and instructions for securing release from the clamp. It is an offence to try to remove a wheel clamp or to attempt to drive off with one fitted. Vehicle drivers finding a clamp fixed to their vehicle must go to the DRTS monitoring unit and request removal of the clamp. Both a removal

charge and a fixed penalty have to be paid before the clamp is removed. This in effect has created a platform for partnership with the Private sector and is presently being reviewed by the FCT Administration for effective traffic management which enhances safety and drive for revenue generation.

## **2.0 ACHIEVEMENT**

The achievements of the Directorate of Road Traffic Services (DRTS) are evident and measureable within the town. Some of these are as follows:

- \* Effective enforcement of traffic restraint measures on some major local and minor streets converted into one way street to enhance effective flow of traffic in FCC; i.e Tigris crescent, Usuma Street, Kitiwe St. , Zone 4, Min. of Works, Mabushi. e.t.c
- \* High level of Compliance by motorists in parking violation within the city.
- \* Inspection duty visit to some corporate bodies, banks and shopping malls that often make request for parking space in front of their business premises to advice the authority on the way to solve problems of indiscriminate parking in the city.
- \* Introduction of Computerized Vehicle Inspection Centres

## **3.0 CHALLENGES**

- \* Abduction and assaulting of Road Traffic Officers by the motorists in carrying out their duty.
- \* Inadequate manpower to carry out enforcement in areas identified for parking restrictions in the FCC.
- \* Inadequate traffic equipment to clear traffic obstructions and illegal parking.
- \* Vandalization of tyre clamps by some motorists and miscreants
- \* Presently, the compliance is very high except for motorists coming from the neighbouring states (Kaduna, Niger, Kogi, and Nasarawa) who are not yet familiar with FCT transport policies, traffic laws and regulations.
- \* Poor institutional arrangement

#### **4.0 WAY FORWARD**

- \* Traffic and road marking signs should be provided to create awareness and prevent conflict with the motoring public in areas where there are prohibitions to enhanced effective compliance to traffic rules and regulations.
- \* Public and Private Organizations should provide adequate parking facilities in their respective offices.
- \* Introduce effective Public Private Partnership in Parking Management in FCT
- \* Provide adequate transport infrastructure in the city e.g Park and Ride, Multilevel car park and lay bys etc
- \* Enhance Inter Agency collaboration
- \* Provide adequate traffic signs and road markings in the city

#### **5.0 CONCLUSION**

- \* The FCT Directorate of Road Traffic Services will not relent in its effort to ensure strict compliance and enhance effective traffic management in the Federal Capital Territory.

Thank you!!!