

Indian Roads Congress
Special Publication 12

TENTATIVE
RECOMMENDATIONS
ON THE PROVISION OF
PARKING SPACES
FOR URBAN AREAS

New Delhi 1988

TENTATIVE RECOMMENDATIONS ON THE PROVISION OF PARKING SPACES FOR URBAN AREAS

1. INTRODUCTION

1.1. Growing urbanization, combined with rising car ownership, has led in recent years to an increased demand of space for parking of vehicles in the city areas, whether for long-term or shortterm parking. The parking demand is likely to increase still further at a higher rate in the future. With this increase, the present traditional method of parking along the kerb will be inadequate. It will also be uneconomical, since to offset the reduction in available capacity of road networks caused by parked vehicles, heavy expenditure must be incurred in street widening on a large scale. The dual needs of parking and safe and economical passage of vehicles along roads could best be met by providing off-street parking and loading spaces. A way in which this could be ensured is for the local authorities to promulgate zoning ordinances requiring all new or remodeled buildings to have within the curtilage of their sites the amount of parking spaces based upon standards set by them.

1.2. Considering the need to provide guidelines to the local authorities in laying down zoning regulations, the Traffic Engineering Committee (personnel given below) in their meeting held on the 2nd and 3rd November, 1972 approved tentative recommendations on the subject for general guidance. The recommendations were framed after carefully considering the long and varied experience of other countries, and whatever limited experience was indigenously available. It is intended to draw up more accurate recommendations subsequently after conducting comprehensive surveys in a few metropolitan cities and in the light of experience gained from actual application of the tentative recommendations. These recommendations were later processed by the Specifications and Standards Committee in their meeting held on the 10th and 11th March, 1973. These were then approved by the Executive Committee in their meeting held on the 25th April, 1973 and by the Council in their 81st meeting held on 26th April, 1973.

PERSONNEL OF TRAFFIC ENGINEERING COMMITTEE

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M.S.Nerurkar		Development) and Addl. Secretar to
B.P.Patel		the Govt. of India

2. SCOPE

2.1. The recommendations are only tentative. These are meant essentially for applying to all new or remodeled buildings. Since these recommendations are yet tentative, reasonable relaxation from these may be allowed in particular circumstances.

3. DEFINITIONS

3.1. The following definitions shall apply for the purpose of these standards:

- Floor Area** : The relevant covered area. For instance, in the case of residential flats, it will include the area of corridors, bathrooms etc.
- Five, four three or Two-star hotels** : Hotels classified as such by the Tourist Department or other competent authority.

4. PARKING SPACES

The desirable parking spaces for different kinds of land usage are given below:

4.1. Residential

(i) **Detached, semi-detached and row houses :**

- Plot area upto 100 square metre** : No private or community parking space is required.
- Plot area from 101 to 200 sq. metre** : Only community parking space is required.
- Plot area from 201 to 300 sq. metre** : Only community parking space is required.
- Plot area from 301 to 500 sq. metre** : Minimum one-third of the open area should be earmarked for parking.
- Plot area from 501 area to 1000 sq. metre** : Minimum one-fourth of the open area should be earmarked for parking.
- Plot area from 1001 sq. metre and above** : Minimum one-sixth of the open area should be earmarked for parking.

(ii) Flats

One space for every two flats of 50 to 99 sq. metre or more of floor area.

One space for every flat having 100 sq. metre or more of floor area.

(iii) Special, costly developed area :

One space for every flat of 50 to 100 sq. metre or more of floor area.

One and a half (1½) spaces for every flat of 100 to 150 sq. metre or more of floor area.

Two space for every flat of above 150 sq. metre or more of floor area.

(iv) Multi-storeyed, group housing schemes :

One space for every four dwellings, except in cities like Calcutta and Bombay where the demand may be more.

4.2 Offices :

One space for every 70 sq. metre of floor area.

4.3 Industrial Premises :

One space for upto 200 sq. metre of initial floor area. Additional spaces at the rate of one for every subsequent 200 sq. metre or fraction thereof.

4.4 Shops and Markets :

One space for every 80 sq. metre of floor area.

4.5 Restaurants :

One space for every 10 seats.

4.6 Theatres and Cinemas :

One space for every 20 seats.

4.7 Hotels and Motels :

i) Five and four-star hotels

One space for every 4 guest rooms.

ii) Three-star hotels

One space for every 8 guest rooms.

iii) Two-star hotels

One space for every 10 guest rooms.

iv) Motels

One space for each guest rooms.

4.8 Hospitals :

One space for every 10 beds.

5. LOADING-UNLOADING BERTHS

Off-street loading-unloading berths shall be 3.75 m x 7.5 m to be provided as below :

i) For all kinds of developments excepting residential warehouses and godowns :

One berth for initial 500 to 1500 sq. metre of floor area. Additional berths at the rate of one for every subsequent 1000 sq. metre or part thereof.

ii) For warehouses and godowns. :

Two berth for initial 500 to 1500 sq. metre of floor area. Additional berths at the rate of one for every subsequent 500 sq. metre or part thereof.

6. MINIMUM PARKING SPACE REQUIREMENTS

Minimum parking space requirements for each car and truck shall be as follows :

Car	3 m x 6 m	When individual parking space is required.
	2.5 m x 5 m	When parking lots for community parking Are required.
Trucks	3.75 m x 7.5 m	

7. Any open space left within the premises of a building will be deemed to serve the parking demand provided it fulfils the minimum area of parking specified above.