

STATE-WIDE PARKING POLICY AND GUIDELINES IN LAGOS STATE

1. INTRODUCTION

Parking regulations and policies impact not only on urban reforms but also on urban transportation policies and sustainability. It also impacts on State-wide liveability. Together they influence and impact on transportation choices and numerous quality-of-life issues, including affordable housing, walkability, rainwater management, air and water quality, traffic congestion, and greenhouse gas emissions.

The need for these policies and regulations is to develop parking management strategies that will reform structured parking such as, but not limited to on-street/kerb parking and off-street parking.

With an estimated 1.2 million registered vehicles, about 224 vehicles per kilometer of road space and a population of over 20 million people, Lagos State surely needs a sustainable Statewide Parking Policy to complement the renewed urban development plan and the ever competing needs for space especially in the city activity centers.

The need for a Statewide Parking Policy must however not be construed as a justification for the provision of more parking spaces but the regulation and control of possible parking spaces and a desired regional and urban planning requirement. It should therefore a deliberate effort to define and outline the set guidelines, principles, strategies and Statewide minimum requirements for the provision of parking (On and Off-Street) and parking related infrastructures.

Current worldwide best practices in this regard is to discourage city center on and off-street parking by improving city-wide and state-wide transportation operations and efficiency through the provision of an efficient, safe, reliable, affordable and sustainable mass transit system with an integrated multimodal approach. Also focusing is on the rights of the moving vehicle and other forms of non-motorised movement such as pedestrian right of use of the road space and bicycling.

2. Policy Thrust

The **policy thrust** of this document is hinged on:

- a. The development of on-street and off-street parking policy that will encourage public transportation, maximize available common land space use, be in agreement with all relevant Legislation of the State, including but not limited to the Urban and Regional Planning and Development Law (2010) and that is in-keeping with the unitary development plan of the area.

- b. Giving respect to the right of the pedestrians to use the road way, safety, and fairly priced to deter mis-use.
- c. Ensure a satisfactory balance between motoring visitors, residents and businesses within the parking district taking into consideration the traffic demand management, pricing through metering and permit, and parking zoning regulation.
- d. This policy also advises that adequate demand studies should consider neighborhood density and design, demographics, transportation options, surrounding land use mix, existing off-street parking and the State wide specific goals with respect to the transportation system.

3. Policy Implications

Policy implications include Congestion, traffic management, Climate change, Health, revenue generation, and job creation.

Policy 1: General Application

- a. On-street parking controls will be introduced where necessary to assist the flow of traffic, improve road safety, to manage demand or to meet strategic transport objectives, to discourage all-day parking and encourage people to leave their cars behind, to encourage the use of public transport and be a key factor in a successful transportation policy.
- b. Off-street parking regulations shall recognize both the necessity of parking and the need to reduce dependence on the automobile by encouraging alternative transportation modes.

Policy 2: Parking Management

- a. Within urban areas, on-street parking controls shall be introduced on a Zonal basis taking in clearly defined streets to deter as far as reasonably practicable the migration of parking into surrounding streets. The boundaries of individual Zones will be developed and agreed through consultation with the respective concessionaires and Local Governments.
- b. For the purposes of parking management, the Metropolitan Lagos Area would be divided into a number of zones with each zone having a unique hierarchy of priority for the allocation of setback spaces. The zone system should be reviewed every Twelve (12) months from the date of implementation and then every Five (5) years there onward, to make amendments if necessary.
- c. Future decisions regarding the allocation of Kerb-side space within each zone should be determined on the basis of the order of priority for each zone.
- d. Priority should be awarded to vulnerable road users and sustainable transport modes. Within all areas, pedestrians should be given the highest priority. Private vehicle parking

should have the lowest priority (however short stay parkers should be ranked above long stay parkers and commuters).

The following order of priority should be adopted for the provision of setback spaces state wide:

- i. Passenger buses (Bus Rapid Transit (BRT), LAGBUS and High Capacity Buses Franchisees);
 - ii. Service vehicles: Government and other institutions, etc;
 - iii. People with special needs;
 - iv. Taxis as licensed by Lagos State Modern Taxi Scheme and
 - v. Private Car parking.
- e. As part of this process the parking development strategy will be encouraged to take into account the risks and consequences associated with the transfer of parking to neighbouring streets, understanding that should overflow take place, there would be no guarantee on the timescale for resource to be made available to address any problem associated with overflow.
- f. The uniform parking restriction system as summarized in Table 1 is to be adopted. It is recognized that isolated pockets could exist within each zone that may have different requirements to those outlined in this policy and these could be considered by the State Government.

Table 1: Proposed Hours of Restrictions

Location	Proposed Hours of Operation
Zone 1 - Lagos Island, Victoria Island/Iru, Ikoyi, Apapa, Ikeja, Surulere, Obalende, Yaba/Ebute-Metta/Mainland and Eti-Osa	As may be prescribed, as to hours and days of operation
Zone 2- Others	As may be prescribed, as to hours and days of operation

No long-stay parking should be permitted during restricted hours.

General parking time limits are restricted to Thirty (30) minutes, one (1) and Two (2) hours parking. Three (3) hours' time limit may be applied in zones 2 where appropriate. Delivery should generally be restricted to Fifteen (15) minutes with a maximum of Thirty (30) minutes at designated points only but for Vans and HDV, the time limit is between 60 minutes to 120 minutes.

Table 2: Parking Time Limits (During Restricted Hours)

Parking Zone	General Parking	Time Limit Loading Bay Time Limit	Comments	Taxi Parking
Zone 1	2 hours Maximum	Generally, between 60 minutes and 120 minutes	Restaurant, entertainment and cultural land uses may attract parkers wishing to stay 3 hours (or longer). This demand is normally outside of Zone 2 proposed restricted hours	Unlimited parking only at designated Taxi parks
Zone 2	1 to 3 hours			

- g. Parking fees will be charged in all general parking bays where restriction is applicable.in all days of the week.

Policy 3: Parking Controls

Parking controls to be adopted in the State shall include the followings:

- a. continuous yellow line marking;
- b. restrictive, warning and prohibitory signages;
- c. ticket machines, Parking Meter and Electronic Multi-Bay Meter; and
- d. parking positioning such as Parallel parking, Perpendicular parking, and Angle parking/echelon parking.
- e. All payments for parking done shall be recorded and receipted. Number of vehicles per street “ticketed” should be forwarded to the Lagos State Parking Authority on or before the 5th day of the next Month.
- f. In creating a synchronised system between the parking technology and revenue collection, the parking project aim at reducing the possibility of fraud or financial leakages such ass interception of payments, there must therefore be an introduction of e-payment system when it is appropriate

Policy 4: Potential for Private Sector Involvement

- a. This policy envisages that parking developments lie in the gray zone between the public sector and the private sector. Further, the feasibility of parking operations undertaken by the private sector may be influenced by the enforcement activities of the public sector

(Lagos State Parking Authority and Traffic Management Authority). The potential for Public and Private Partnership (PPP) schemes should be fully exploited for this purpose.

- b.** Government should be aware that the potential role of the private sector is expanding. The private sector can partake not only in the financing and the operation of off-street and on-street parking developments, but also in its application on developments for parking information provision, human resource provision for inspectors etc.
- c.** The State shall encourage investors interested in off-street parking through incentives as may be approved by the State.

Policy 5: Pricing Strategies

- a.** The structure of parking fees for on-street parking should be determined by seeking an optimal balance between minimizing illegal parking and maximizing profitability from fee revenue. For this purpose, “willingness to pay” for parking may have to be analysed, and the introduction of a Public Private Partnership (PPP) scheme may have to be considered by examining a balance between public and private sector responsibilities.
- b.** The revenue from on-street parking shall be primarily used to cover the initial cost for new parking facilities, the operating cost, and potential funding sources for developing off-street parking facilities and traffic/transportation infrastructural development and maintenance.
- c.** On-street parking tariffs should be structured to favour shorter time parking rather than longer time parking, to maximize the use of public space. Off-street parking, on the other hand, should include incentives for longer time parking, lower prices for overnight parking, and discounts for long-term contracts.
- d.** Also the pricing of on and off-street parking should take into account the local bus service fares, as far as is practicable and encourage greater use of public transport.
- e.** The pricing of on-street parking should be set higher than any off-street parking in the area to make the use of off-street parking more financially attractive than on-street parking.

Policy 6: Enforcement and Concession

- a.** Lagos State Government through the Lagos State Parking Authority should be responsible to appoint enforcement officers and the concessionaire.
- b.** For paid parking the relevant applicable law should contain provisions permitting the concessionaire or the local operator managing the roads to allow roads, or parts of roads, or areas, for short-term parking during specified hours of the day. Regulators can then identify or specify the roads/areas as well as the tariffs that are set within the bounds of the applicable Law.

Policy 7: Parking for People with Special Needs

- a. Parking in Lagos State shall be in compliance with the provision of the Lagos State Special People(s) Law of 2011.
- b. Priorities for disability parking spaces are incorporated to ensure those with disabilities have access to all amenities. However, only those with a valid disability placard or identification shall be allowed to park in disability parking spaces.
- c. Every off-street parking facility shall as a matter of policy requirement provide special need parking space close to entrances. Same shall be for Malls, Cinemas and Event and Entertainment Centers.

Policy 8: Business Parking

- a. Where businesses have no access to off-street parking or in-residence parking, and a vehicle is essential to the operation of the business they shall be able to purchase permits to allow parking in any designated parking spaces within their area.
- b. A limit on the number of permits issued may be set where considered appropriate. Such permit must not be more than Ten per-cent (10%) of the entire parking supply of the area at a premium as may be determined by the Lagos State Parking Authority
- c. The level of business permit charge shall take into account the level of charge for any on-street long stay parking provided in the district and shall be at least twice the level of any residents' permit charge in the area.

Policy 9: Resident Parking and Resident Parking Permit.

- a. The level of development in the State is anticipated to increase parking pressures in urban areas and it is expected that there will be an increasing need for residents' parking schemes.
- b. The provision of residents' parking should form part of area wide proposals with the level of parking provided for residents balanced with other local needs.
- c. The designation of areas where residence permit will be allowed shall be the responsibility of the Lagos State Parking Authority.

Policy 10: New Developments

- a. All developments must conform to parking requirements as specified by all relevant State legislations including but not limited to the State` Urban and Regional Planning and Development Law 2010.

- b. Residential building of Four (4) floors and above, industrial and commercial developments must in addition to compliance with the provision of the Urban and Regional Planning Law obtain a Traffic Impact Assessment clearance.
- c. In addition to meeting the requirement of all relevant State legislations, in particular the Urban and Regional Planning and Development Law and the Environmental Impact Assessment Law as relates to Traffic Impact Assessment; Event Centers, Entertainment Centers, Religious houses, Hotels and related establishments shall be required to provide parking attendants duly certified by the Lagos State Parking Authority for proper traffic management and control.
- d. The Lagos State Parking Authority in conjunction with Ministry of Transportation shall conduct a traffic impact assessment audit of all existing Event Centers, Entertainment Centers and Hotels, every Three (3) years to ensure compliance with the parking requirement and regulations of the State.
- e. Within new developments, developers may wish to provide on-street parking.
- f. Within urban areas where new roads are being offered for adoption as public highway, there will be an expectation that parking will only be permitted on-street where properly designed parking areas are provided. The assumption will be that any other parking on-street will not be permitted.

Policy 11: Taxi Parking

Taxi parking in the State shall adhere to the provisions of the Lagos State Modern Taxi Scheme. Designated on-street parking bays and registered by the Lagos State Parking Authority shall be provided on streets to allow parking for Taxis at strategic intersections close to business /hospitality centres. Taxis parked at such on-street parking bays shall not attract any parking fee.

Policy 12: Heavy Commercial Vehicles

Parking controls shall be introduced to prohibit parking of Heavy Commercial/duty vehicles (HCV) and where it has not proved possible to manage HCV parking by the enforcement of HCV licensing conditions, the Lagos State parking Authority shall enforce appropriate parking law.

Policy 13: Commercial vehicles.

Commercial vehicles are prohibited from parking on any street where metered/regulated parking is not allowed. These streets shall be properly identified through signages.

Policy 14: Parking Development Strategy

a. Characteristics of On- and Off-Street Parking

The development cost of on-street parking is relatively low, while the construction cost of off-street parking is relatively high. Also, the time for development and implementation is likely to be shorter for on-street parking than for off-street parking facilities. Table 3 shows the characteristics of on-street and off-street parking.

Table 3 Characteristics of On- and Off-Street Parking

Items	On-Street Parking	Off-Street Parking
Required Physical Changes	Painting, installation of signage, parking meters, etc.	Securing of land/space, paving, installation of toll collection system, other equipment and construction of administrative buildings etc.
Time for Development	Relatively short	Relatively long
Operational Arrangement	Inspection (enforcement) by LASPA or private sector as appointed by LASPA is required	Enforcement is minimal and the facility can be operated solely by private sector and supervised by LASPA
Targeted Users	Short term (casual users)	Short to long term

b. Selection of On-Street Parking Options

The selection of on street parking on any road or highway should be determined after a traffic demand /travel demand study has been carried out. The combination of traffic

volume/capacity ratio and characteristics of a specific highway, (single and double carriage way) as shown in table 4 shall be a guiding principle. The ratio of traffic demand (measured from passenger car units) may be used as selection criteria for the most appropriate option for a particular street. This shall be calculated by a ratio of the traffic volume by the specific location.

Table 4 Example: Criteria to Select On-Street Parking Options

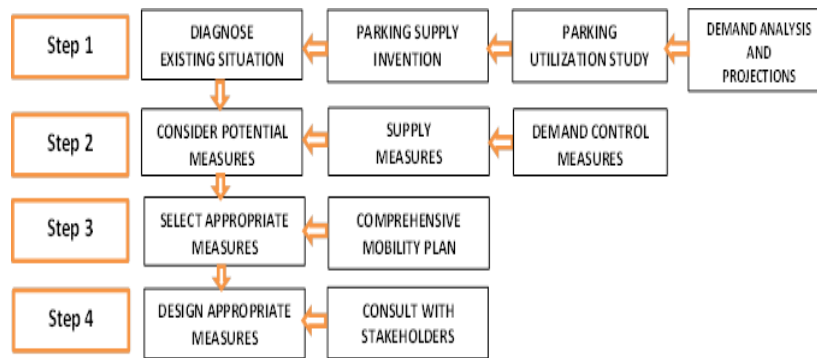
Level of Acceptance	Traffic Volume/Capacity Ratio	Specific Location
1. No Stopping	Over 0.80	Arterials Busy intersections
2. No Parking	Over 0.75	Secondary arterials
3. Hourly Regulated	Accepted during hours less than 0.70	--
4. All time accepted	Less than 0.50	--

c. The design of parking measures should conform to the following adopted Strategy State wide.

- i. Utilize parking controls to regulate car usage;
 - ii. Minimize the impact of on-street parking and encourage off-street parking (particularly for long-term parkers, such as commuters);
 - iii. Optimize existing parking capacity, before creating new parking facilities;
 - iv. Prioritize parking in the following order: physically disadvantaged, residents, short-term visitors or commercial activities, long-term parkers such as work commuters;
 - v. Improve safety for pedestrians by reducing illegal parking and opening additional public space for pedestrians and cyclists;
 - vi. Introduce paid parking as a method to dissuade car use and/or raise revenue; and
 - vii. Develop Public Private Partnerships (PPP) for the operation of either on-street or (more often) off-street parking facilities;
- d.** The on-street parking space shall be located in such a manner on the outermost right-hand side of the road way before the walk way if the road is a single carriage, dual carriage or dual (+) carriage way. If it is a one-way road, it shall be located on either side of the road (outermost) but not on both sides at one location (except where the road width is wide enough to allow it). In both cases the spacing must be made in such a manner that parking shall face the direction of vehicular flow.

Policy 15: The Design Process

The policy envisages a design process requiring a number of stages as summarised below. Each stage is described in the paragraphs that follow.



Policy 16: Design Considerations

The following criteria shall be the minimum considerations in the design and approval process of a suitable parking scheme.

- a. Number of on-street parking spaces shall be limited to encourage public transport modes and an attractive pedestrian environment;
- b. Number of on-street parking spaces, where applicable, shall be balanced with off-street parking supply;
- c. The on street parking space shall be located in such a manner on the outmost right-hand side of the road way of traffic flow. When a parking space is at an angle it shall not be more than 40-45 degree;
- d. Public off-street parking facilities shall be encouraged over on street parking;
- e. Commuter parking shall be encouraged but not at the expense of residents;
- f. The parking scheme shall divide metropolitan Lagos into coherent zones with controls that are appropriate to the particular conditions of each zone (i.e. the strictest controls are usually required in the areas that attract the highest parking volumes);
- g. The controls and tariffs for public on-street parking shall deliberately be higher than those for off-street parking;
- h. Adequate enforcement shall be put in place to ensure compliance with the parking control; and
- i. The table below states the mandatory set-back to be considered in the design of on-street parking;

Table 5: Restriction Areas

Location	Restriction	Restricted Area	
		Approach Side	Departure Side
Signalized intersection	No Stopping/ Parking/Waiting	20m	20m
Un-signalized Intersection	No Stopping/ Parking/Waiting	20m	20m
Level crossing	No Stopping/ Parking/Waiting	20m	20m
Un-signalized Pedestrian crossing	No Stopping/ Parking/Waiting	20m	10m
Signalized Pedestrian crossing (non-intersection)	No Stopping/ Parking/Waiting	20m	20m
Fire hydrant	No Stopping/ Parking/Waiting	3m	3m
Property access	No Stopping/ Parking/Waiting	3m Residential 6m Commercial & Industrial	3m 6m

Policy 17: Parking Supply Tools

Infrastructure: Infrastructure improvement measures include allocating or removing on-street areas for parking (e.g. by pedestrianization), building off-street car parks, and reorganizing public space.

- i. In areas where urban space is limited such as the Central Business Districts or commercial areas, mechanized and multi-storey parking should be encouraged by relevant Government Policies to expand parking supply.
- ii. For off-street parking facilities, it is important to consider that the volume of traffic entering/exiting the parking facilities does not severely impact the traffic on the frontage road.
- iii. A satisfactory traffic impact study/report in line with the requirement of large scale commercial building must therefore be produced. If the volume of parking traffic exceeds the minimum of parking required by the Urban and Regional

Planning and Development Law, the following countermeasures should be considered:

- a. Road widening and additional lane for access road;
- b. Traffic management and optimization of signal phasing;
- c. Modification of number, location and distribution of entry/exit points; and
- d. Feeder transport services development.

(iv) Relatively small available space in the Central Business District area may be used for temporary off-street parking.

Policy 18: Provisions for Temporary Parking Permit

Temporary permits may be granted during building activities or other special occasions. A temporary parking permit will give drivers the right to park in a particular location for a specific time.

Policy 19: Parking Demand and Transport Demand Management Tools

i. **Marking and Signage:** Marking and Signage tools shall be used to control parking demand.

ii. **Operational Tools**

Ticket Machines

Hand held Ticketing Device

Blue tooth Printer

Radio Mobile Device or Mobile phones

Camera Picture (CCTV)

Video Cameras

Occupancy Sensors

Computer Network

Clamps

Demobilizers

Towing Trucks

Bicycle/ Motorcycle

Pick up Vans

Uniforms/HIVIS

Boots

Pen

Jotters.

- iii. **Regulating Parking Duration:** Regulated Parking Duration shall be used as the instrument to limit the time for parking allowed per zone, district or streets.
- iv. The choice of a system (such as pay and display and mobile phones) shall be influenced by different aspects, such as acceptance by the population (with probable impact on travel behavior), enforcement opportunities, effectiveness etc.
- v. The tariffs to be used, and possible variations in the tariffs (introducing different zones as well as differences between on-street and off-street parking) should be subject to approval of the Lagos State Parking Authority which shall not be unreasonably withheld.
- vi. **Enforcement:** A strict, effective and efficient enforcement policy shall be an integral part of the state wide implementation of this Parking policy.
 - a) Enforcement mode shall be by way of inspection of metering equipment and devices undertaken by the Lagos State Parking Authority.
 - b) Parking enforcement shall also be carried out by the appointed/designated parking enforcement agents who are empowered under the appropriate regulation of the Lagos State Parking Authority or in line with the concession agreement to penalize parking violations.

Policy 20: Other Considerations

- i. Coordination of deliveries, parking, and waiting spaces for Para-transit will be considered.
- ii. **Loading Bays:** In response to requests for additional loading spaces, consideration will be given as to whether designated loading bays or universal access bays would be more appropriate. Extending loading spaces time limits to between 60 minutes to 120 minutes in the Central Business Districts will be considered where deemed appropriate.
- iii. **Bus Parking:** Bus parking bays will remain in the lay-bys and designated holding parks until such time that off-street bus park in the area has been established. Consideration will be given to the impact on bus operations when proposals to remove existing clearways are determined.

- iv. **Parking for Emergency Vehicles:** Police vehicles, ambulances and fire service vehicles are permitted to park on any on-street parking bays for operational purposes.