

### 8.4.2.2 Parking and Terminal Facilities

#### Policies on Parking

1. Non-restrictive parking shall be adopted in residential areas where the demand for parking is much less than the available parking spaces.
2. Two types of parking charges shall be levied at public parking places in the restrictive parking areas. Normal charges aimed to recover of operation and maintenance expenses, shall be levied in locations where the parking provision does not adversely affect the movement of traffic. Deterrent parking charges shall be more than the normal charges and shall be adopted in areas where parking demand is in excess of supply or in places where parking is observed to adversely affect the movement of traffic.
3. Regulations shall include parking restrictions to specific or all types of vehicles either by time of day or by duration or for specific purpose of travel or for vehicles carrying less than specified number of passengers per vehicle or by location.
4. Adequate parking spaces shall be reserved for taxis, Auto Rickshaws, Rickshaws in all public parking places.
5. Narail is responsible for the efficient operation and maintenance of public parking facilities.
6. Private sector should be encouraged to operate and maintain the public parking facilities on behalf of the Narail .
7. In restrictive parking areas, on-street parking shall be prohibited on all roads within the area except at places where it is specifically permitted by authorized road signs and markings.
8. Narail Traffic Police shall be responsible for enforcing parking regulations as is notified by the Police Super.

Following are the list of proposed parking in Narail :

Table-8.18: List of proposed parking places in Narail

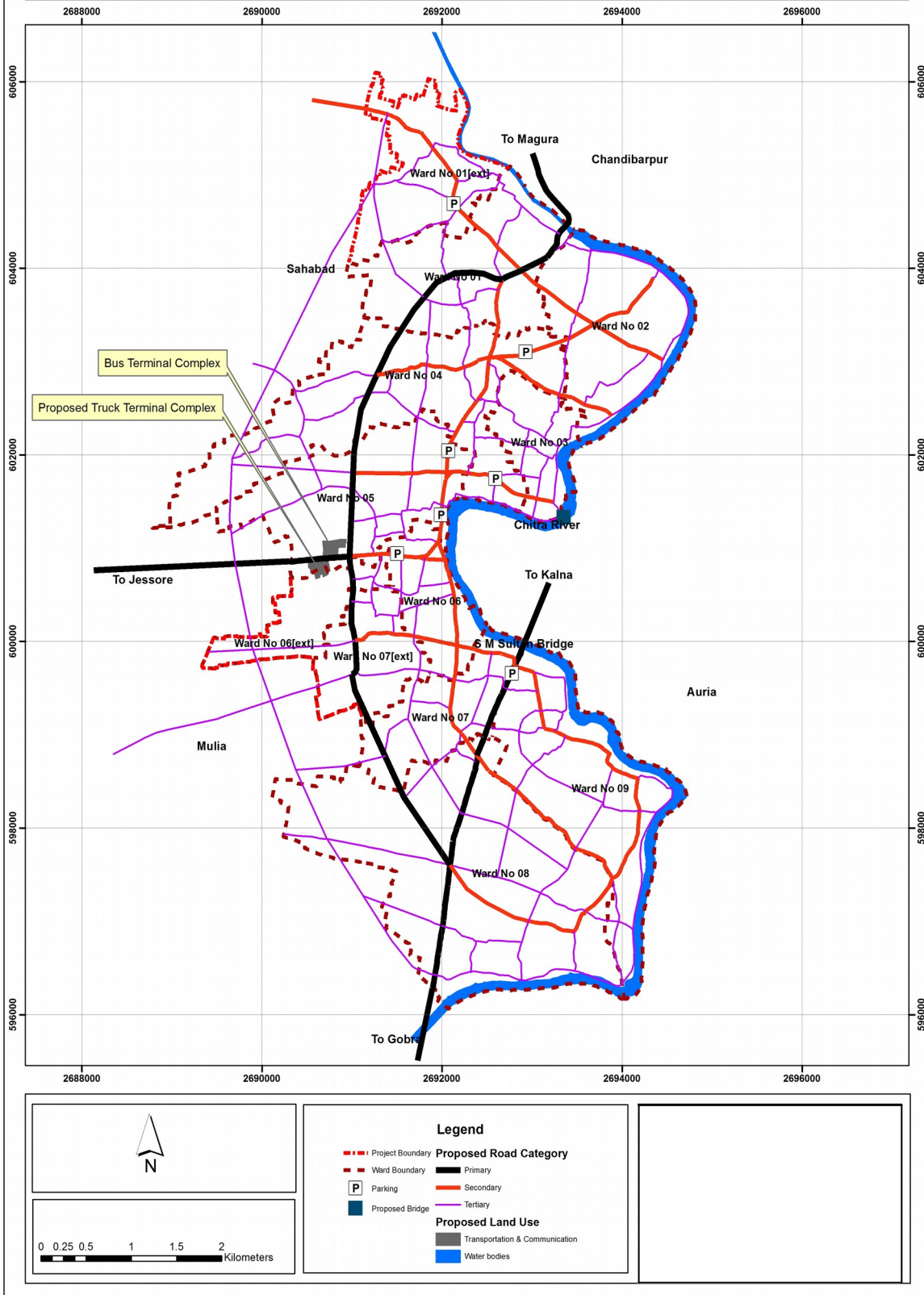
Parking ID	Ward No.	Location
Parking 01	Ward 05	Infront of Police Super Office
Parking 02	Ward 06	Residential model School, Rupganj Bazar
Parking 03	Ward 05	Near Telephone Bhaban, Rupganj Bazar
Parking 04	Ward 01(Ext)	Near BRD Ideal School
Parking 05	Ward 04	Zail Road
Parking 06	Ward 04	Infront of Upazila Technical School & college
Parking 07	Ward 07	Machimdia, Narail-Kalna Road

#### Bus terminal

Narail has one bus terminal of an area of 1.83 acre. The consultant has been proposed a bus terminal complex considering its increasing trend of demand. The location is proposed in the existing site of the area of 9.90 acre. The bus terminal complex should have to accommodate the following services:

1. Workshop
2. Patrol Pump
3. Market: Equipment, parts, accessories
4. Cleaning and washing
5. Hotel (Food and Residence)
6. Different Courier & Parcel service office
7. Loading ad unloading Place
8. Bus Parking Space
9. Police out post/ security outpost

Map 8.3: Location of proposed parking places in Narail Paurashava



North arrow pointing upwards with the letter 'N' below it.

Scale bar showing distances in Kilometers: 0, 0.25, 0.5, 1, 1.5, 2.

**Legend**

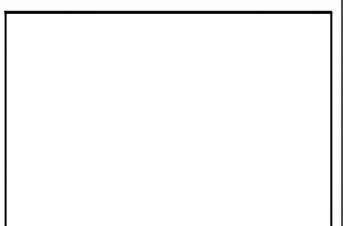
- - - Project Boundary
- - - Ward Boundary
- P Parking
- Proposed Bridge

**Proposed Road Category**

- Primary
- Secondary
- Tertiary

**Proposed Land Use**

- Transportation & Communication
- Water bodies



### Truck Terminal

The indiscriminate parking of trucks in the streets and upon spaces of the towns and cities has many adverse effects. The foremost is the degradation of the environment and the increased hazards to traffic. Security of the goods contained in the parked vehicles can also be a serious problem. The needs of the truck drivers who have often to drive for long hours and consequently need rest, toilet facilities and food deserve careful consideration. The right approach is to provide well designed truck terminals at the cities. Following are the remedy of truck terminal design and planning consideration:

- The truck terminals should be located on important arterial routes and at the confluence of a number of such routes. They should be close to major generators of commercial activity.
- The length of truck berths depends upon the type of trucks to be handled. Truck —trailer combinations obviously need longer lengths than single unit trucks. For single unit trucks a space of 3.75 m \* 7.5 m per vehicle is adequate. For truck - trailer combinations lengths up to 15 m may be needed.
- The width of the loading platforms should be 3.5 to 4.5 m.
- About 600- 750 trucks can be accommodated in a parking area of one hectare.
- The area required for the entrance forecourt, hotel, resting place and ancillary facilities (Weigh Bridge, fuelling facilities, and workshop) is in addition to the parking area requirement.

Proposed Truck Terminal Complex:

Area: 9.49Acre

Location: Ward 05 & 06(Ext)

Mouza: Vaukhali No. 68(01)

Facilities accommodate:

1. Workshop
2. Patrol Pump
3. Market: Equipment, parts, accessories
4. Cleaning and washing
5. Hotel (Food and Residence)
6. Different Courier & Parcel service office
7. Loading ad unloading Place
8. Truck Parking Space
9. Police out post/ security outpost

### 8.4.2.3 Development of Facilities for Pedestrians

Footpath network within the urban area plan will be developed on incremental basis through a phased out program spanning over the next 20 years. The following table shows the summary of phasing of development of proposed footway.

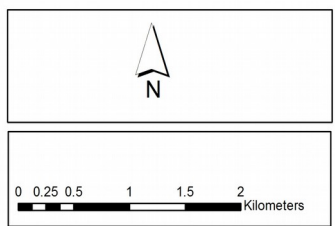
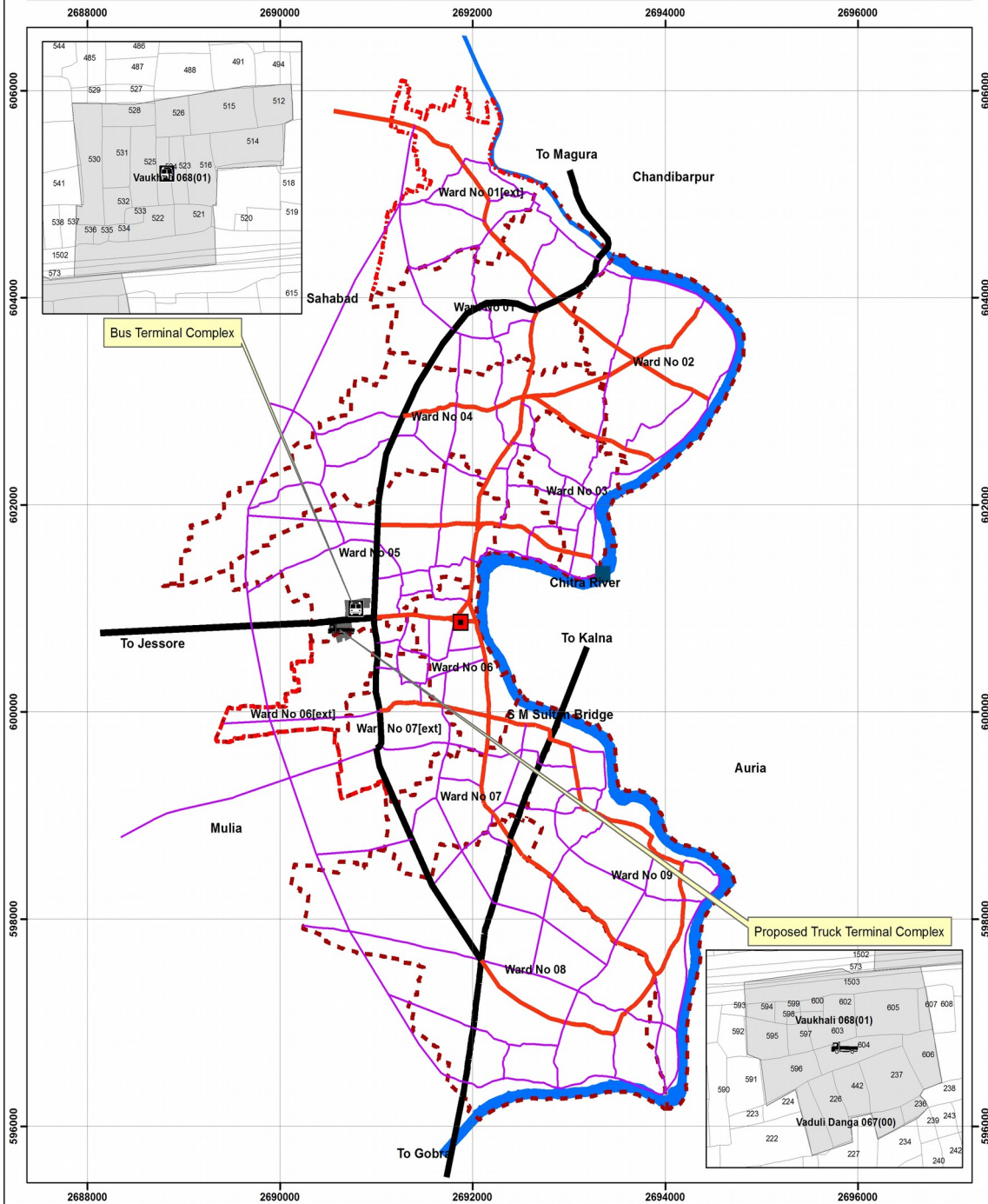
Table-8.19: Phase-wise proposed footpath in Narail :

Phase	Ward 01	Ward 02	Ward 03	Ward 04	Ward 05	Ward 06	Ward 07	Ward 08	Ward 09	Total
Phase 01			0.296	0.718	1.922	3.585				6.521
Phase 02			0.373		3.4					3.773
Phase 03	1.563			4.482	0.219	0.734	1.453		1.923	10.374
Phase 04		1.685	1.065	0.702	0.383			1.037		4.872
<b>Total</b>	1.563	1.685	1.734	5.902	5.924	4.319	1.453	1.037	1.923	<b>25.54</b>

The proposed footpath network should be designed with the following factors in mind:

- Sufficient width: Sidewalks should accommodate anticipated volumes based on adjacent land use where on two adults can walk abreast at the minimum.
- Protection from traffic: High volume or high speed (>56 km/h or 35 mph) motor vehicle traffic creates dangerous and uncomfortable conditions for pedestrians. Physical (and perceptual) separation can be achieved through a combination of methods: a grassy planting strip with street trees, a raised planter, bicycle lanes, on- street parallel parking. Intersection design should facilitate both vehicular and pedestrian movement with geometric dimensions that reduce pedestrian crossing distances and provision of median refuge islands.

Map 8.4: Location of Bus and Truck terminal complex in Narail Paurashava



Legend	
	Town Centre
	Bus Terminal Complex
	Truck Terminal Complex
	Proposed Bridge
	Project Boundary
	Ward Boundary
Proposed Road Category	
	Primary
	Secondary
	Tertiary
Proposed Land Use	
	Transportation & Communication
	Water bodies

