

High-rises ignore need for parking space

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Most buildings over seven storeys in the city do not provide adequate parking facilities which has been identified as one of the main reasons for traffic congestion. A good number of these tall buildings are situated in the busy commercial hubs of the city.

In a recent study conducted by Dhaka Transport Coordination Board (DTCB), it was found that Motijheel had the second highest number (98) of tall buildings after Ramna. But as it has to take the pressure of more than three lakh people within its 5.38 square kilometer area, Motijheel therefore has to endure unbearable traffic congestion during working hours.

Some 72 high-rises in Motijheel have basement-parking facilities. Six however have no parking space of their own while 20 have insufficient parking area.

According to another study of the DTCB conducted in 2003, around 2000 vehicles arrive during working days to Motijheel and about 800 of these are parked by the roadside often by occupying space on main roads.

"Some high-rises with adequate parking facilities also cause traffic congestion as these buildings are located near intersections. The Sena Kallyan Bhaban and the Bangladesh Bank are prime examples," said a senior official of DTCB.

The DTCB study noted that Ramna area had 112 tall buildings within an area of 9.79 square kilometers with 95 having medium-sized parking spaces. Two did not have parking space and one of them was located right beside the congested Malibagh crossing. No mention had been made in the study regard the rest of the buildings. The Cantonment area had the least number of high-rises and had low population pressure. But eight tall buildings there had no parking facility while two had basement parking.

"The high-rises in posh urban areas including Gulshan and Banani generally have parking facilities but there is not enough space to accommodate all the vehicles," the official added.

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"Vehicles are parked on the road close to the crossing hampering the traffic flow here," said a DTCB official.

Among Mirpur's 27 high-rises, only

one had basement parking, 19 had on site parking facilities while seven had no parking space. Pallabi also depicted a similar picture with on-site parking available in 11 out of its 18 tall buildings.

The nine-storeyed Rafeen Plaza at Nilkhet-New Market intersection had shops in the basement parking area while the pavement is being used as its car park, the study revealed.

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The Building Construction Act formulated in 1952 and amended in 1996 clearly outlines the ratio between

parking space and the size of a building. But that law is often grossly violated.

Urban planners blamed owners and architects of high-rises for ignoring the importance of parking facilities.

"We have proposed a new building construction code to check the violation under which the owners will require occupancy certificate at the end of construction work," said ASM Ismail, deputy chief director of the Department of Architecture. "Utility services will not be provided if a high-rise owner can not show that certificate. This measure should check the violation," he added.



Vehicles parked along entrance to buildings that lack parking facilities at Motijheel.

5x3

4x2

6x3

7x2

11x3