

# The Odisha Gazette

**EXTRAORDINARY**  
**PUBLISHED BY AUTHORITY**

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**No.2326,CUTTACK, THURSDAY, NOVEMBER 28, 2013/MARGASIRA 7,1935**

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[No. 33508-HUD-13-REFM-65-SCH-17-0064/2013/HUD.]

**HOUSING & URBAN DEVELOPMENT DEPARTMENT**

**RESOLUTION**

The 21st November, 2013

**ODISHA URBAN PARKING POLICY, 2013**

**1. Introduction**

- 1.1. Parking facility for public is recognised as an essential civic amenity for urban citizens. Rapid urbanization and inadequate public transport system has accentuated the use of personalized vehicles occupying significant space on urban roads. Today the majority of the urbanites spend more time for a trip to work or to other destination.
- 1.2. Priority for an efficient parking policy, mass transit system and non-motorized transport infrastructure with a dynamic city land use plan focusing on transit oriented development can address issues relating to parking and long travel time.

**2. Rationale**

- 2.1. The National Urban Transport Policy 2006 recognizes that in a developing economy, ownership of personal vehicle will continue to increase for next few years, till an option of efficient mass urban transport system for mobility is available. There is an immediate need for formulation and implementation of a Comprehensive City Mobility Plan resulting in Transit Oriented Development in the urban area.
- 2.2. A progressive urban parking policy will help to achieve enhanced mobility of people and efficient parking of motorized as well as non motorized modes of transport in cities and towns in Odisha.

### **3. Objective**

3.1. The overarching objective of the parking policy is to develop parking places and organise parking activities for all types of modes of transport .The policy also aims to discourage daily usage of personalized motorized vehicles, promotion of mass transportation and use of non-motorized transport system.The parking policy aims to achieve the following objectives:

Provision of parking space within 500 mtrs. distance or 10 minutes walk from or to the destination for 75% of urban citizen.

Promotion of organized parking for all modes of transport for all duration.

Reduction of congestion on roads/streets.

Promotion of Non-Motorized Transportation (NMT) and mass transport system.

Integration of parking facilities with public amenities and public transportation system.

Promote Public-Private Partnership (PPP) and incentivize active private sector participation in achieving the objective.

Evolve activity mode and duration based differential parking tariff principles.

Mobilise resources for a dedicated urban transport fund at state and city level.

Suggest further action as deemed appropriate to achieve the objectives outlined above.

### **4. Parking Need Assessment of Urban Area**

4.1. The Policy recognises that it is difficult to segregate parking need of people depending on usage. However for operational purpose the parking need can broadly be divided into the following two categories.

4.1.1 Public Parking is a facility provided primarily in public places or for public purpose. These include parking space in and around government buildings, hospitals, educational institutions, courts, daily markets and for state functions or events or other such occasion. The government, development authority or urban local body has the responsibility to cater to parking need in such places.

4.1.2 Private Parking is a facility required mostly in and around private property or commercial establishments. These include private buildings, hospitals, educational institutions, hotels, restaurants, residential areas, shopping malls, entertainment places, industrial areas etc. In such case the owner or promoter of the property has the responsibility to cater to parking need within the area.

4.2. Parking facilities for the following modes of transport with different percentages are to be provided at required locations depending upon the size and economic activities of the urban area.

Bicycles and Tricycles and Auto Rickshaws.

Cars and four wheelers.

Motor Cycle and other two wheelers.

Buses.

Trucks and Trailers.

4.3 The policy recognizes that the following technologies are available for providing parking facility in urban area.

At grade off-street/on-street parking.

Basement/Roof Top mechanized parking.

Multi-storied parking with drive way.

At grade/multi-level mechanized stack parking.

Electronic Parking System.

Parking Information System.

4.4. The percentage of parking space to be developed for the above categories is to be decided by the Public Authority/Urban Local Body in accordance with their numbers in the location of the city/town.

## **5. Special Provision in Parking**

5.1. All parking spaces must provide adequate facility for persons with disability, children and elderly people. Dedicated parking provisions with visible and appropriate signage are to be provided at all locations for parking convenience of the physically challenged persons.

5.2. No additional or differential charges are to be allowed for such special provision in the parking space.

## **6. Parking recommendations for different Location and Usage**

### **6.1. Parking provision at modal shift points**

- 6.1.1 Must contain short duration parking spaces for bicycle/tricycle/two wheelers/auto rickshaw/mini buses/city buses. It shall also provide for park and ride facilities which will carry commuters to their desired destinations after alighting and boarding.
- 6.1.2. Provision of space for alighting and boarding by commuters to avail public transport system including city bus service, BRTS and MRTS with seamless integration of pedestrian under pass/over bridge with the parking space available or to be developed at nearby places at road/junction with basic civic amenities & public conveniences.
- 6.1.3. Long term and overnight parking spaces at grade or in multi-level building near office complexes, railway station, airport and bus terminus are to be developed preferably in PPP mode with provision of sustainable management and maintenance.

### **6.2. Parking provision near Retail Commercial/Shopping areas including Mall**

- 6.2.1. Provisions of parking to be made near Retail Commercial/Shopping with public conveniences should be mostly short duration for visitors and long duration for the owners/workers of the commercial establishments .These parking facilities are to be provided by the owners of the establishments. Specific provision of parking space for NMT system is to be developed with due attention to safety of the cycles/two wheelers. The management of these parking spaces can be out sourced to agencies with control by ULBs and Government Agencies.
- 6.2.2. Roads/streets with shops and commercial establishment on both sides without adequate parking space nearby on street alternate angle parking on both sides of the road/street can be accommodated on the road on alternate days of a week to the advantage of the commercial establishments located on both sides.
- 6.2.3. During lean periods in week days the parking spaces may be allowed to be used for a price by the employees of the offices nearby. During weekends and holidays it may be fully utilized to accommodate requirements of the shops/malls.

### **6.3. Parking provisions near recreational centres and places of congregations**

- 6.3.1. Medium duration parking provisions for personalized vehicles, two wheelers and bicycle are to be provided. On requirement multi-level parking space may be developed at these locations.
- 6.3.2. During the time of non-congregations the above spaces can be utilized for accommodating people as a overnight/short duration stay with toilet facilities on commercial considerations to be managed by private/public agencies chosen by the Authorities.
- 6.3.3. These parking provisions can also meet the requirement of parking of the neighbourhood on non-event days on monthly rent basis.
- 6.3.4. Boarding and alighting bays for public transport system are to be developed with provision of waiting space and public conveniences.
- 6.3.5. Park and ride facilities for places of congregations such as stadia, exhibition, mela, meeting ground, are to be provided at a distance where land is not available for parking in the near vicinity.

### **6.4. Parking provisions near hospitals and medical establishments**

- 6.4.1. Hospitals need have earmarked parking spaces for ambulances and for personalized vehicles of doctors, para-medical staff and patients.
- 6.4.2. There should be free drop off points for all vehicles entering hospital premises. Separate parking spaces should be provided for short duration/overnight parking for visitors and night attendants.
- 6.4.3. The parking spaces may be licensed to private operators for operation and maintenance with management control with authority.

### **6.5. Parking provisions near Educational Institutions and Offices**

- 6.5.1. At grade short duration parking spaces may be developed near educational institutions to cater to the need of parking at opening and closing time of the institution.
- 6.5.2. Long duration parking spaces are to be developed for personalized vehicles, two wheelers and bicycle for employees in these locations and for short duration may be provided for visitors.
- 6.5.3. Beyond activity hours parking, these parking spaces can accommodate short duration informal markets / hawkers / bazars.

## **6.6. Parking provisions near industrial units/warehouses**

- 6.6.1. Adequate parking space should be provided for trucks, goods carrier and trailers for inward and outward movement of raw material and finished products and storing of the same in warehouses.
- 6.6.2. Parking of trucks, goods carrier and trailers for long duration or over-night on road side within urban local body area shall be prohibited. Parking facilities at periphery of the town/city connected by arterial road are to be developed.
- 6.6.3. To decongest the urban roads the movement of goods carrier may be regulated. They should not be allowed to use urban road space beyond 9 AM and up to 9 PM and busy hours of the day.

## **6.7. Parking provisions in residential areas**

- 6.7.1. On street parking with carriage way less than 9 meters should be prohibited.
- 6.7.2. On street overnight angle parking may be permitted on levy of fees. Demarcation of parking space on road side is to be made ensuring free flow of traffic in residential areas.
- 6.7.3. Development of private parking lots on nearby available private vacant land by private sectors may be promoted.
- 6.7.4. Multi level car/four wheeler parking provisions on monthly rent basis in residential neighbourhood can be developed in PPP mode on nearby public land.
- 6.7.5. Parking space for service vehicles, vendors cart, auto rickshaw should be developed to facilitate service providers and vendors.

## **7. Policy incentives and interventions**

- 7.1. Comprehensive and effective mobility plans for cities with a long term perspective should be prepared keeping in view the development potential of the city/town.
- 7.2. Efficient mass public transport systems are to be developed with a long term perspective to reduce use of personalized vehicles on urban roads.
- 7.3. Government offices, PSUs, Corporate Sector, Business Houses and Private Establishments should adopt bus /car pooling system to provide transport facilities to their employees for commuting from their residence to work place to minimise long duration parking needs at different locations of the city/towns.
- 7.4. Automatic or Electronic management of parking spaces are to be done for ticketing and regulating entry and exit to the parking spaces for efficiency and transparency.

- 7.5. Passenger information system are to be made at modal shift locations and other locations indicating the availability of parking and public transport mode at boarding and alight points of mass transit system.
- 7.6. Transit oriented development on the Mass Transit Corridors should be proposed in the Development plans/Master Plans of the towns to decentralize the commercial activities and to locate place of work near the place of residence.
- 7.7. Floor Area Ratio incentives are to be extended to fringe areas for catalyzing self sustained development of semi urban and fringe areas of the city/town.
- 7.8. Transferable Development Right and implementation of Town Planning Scheme as tools should be used to get land for new road, widening of the roads and development of parking spaces in the urban areas.
- 7.9. Provisions for parking with standards are to be made in Building Regulations for towns/cities for different uses including residential building constructed or plots housing area more than 150 sq.mtr.
- 7.10. In cities with severe congestion submission of Certificate of availability of parking provision for the vehicles purchased and proposed for their registration could be made mandatory.
- 7.11. License fee exemptions are to be granted to non motorised transport vehicles such as bicycle, rickshaws and handcarts.
- 7.12. General awareness and motivation should be created to reduce use of personalized vehicles and use of NMT system by the citizens.
- 7.13. Dedicated pedestrian and bicycle lanes with good quality development along with trees and lighting on important roads to be developed at first phase to attract the public to use NMT for make a trip.
- 7.14. Decentralized bus depots and truck terminals are to be developed on the arterial roads connecting to surrounding urban areas. This will decongest the central city bus stand and traffic volume on prime roads.
- 7.15. Leverage private investment through Public Private Partnership (PPP) approach to supplement public resources, improve efficiencies and reduce cost of providing parking facilities in urban area.

## **8. Parking Regulations**

- 8.1. Certain areas of the city may be declared as no vehicle zone either fully or partially on certain days.

- 8.2. Higher off street parking norms in Building Regulations for apartments to accommodate visitors parking needs.
- 8.3. Incentive in building regulation to develop more multi level car park by relaxing FAR norm may be provisioned.
- 8.4. Unauthorised parking is to be dealt with punitive measure such as fines, high parking charges. Parking beyond designated areas should lead to towing and imposition of fine. Private sector can be involved for enforcing parking norms along with traffic police.
- 8.5. For highly congestion areas entry of vehicles may be regulated by imposing congestion charges or by allowing vehicles either with odd or even registration numbers on a particular day or period.

## **9. Financing of Parking Facilities**

- 9.1. Government should provide grants, soft loans or special assistance to ULBs and Government Agencies for developing and managing parking places and public conveniences.
- 9.2. The ULBs/Government Agencies should preferably outsource the operation and maintenance of parking space with management control with them.
- 9.3. Resources to be generated by permitting advertisements and bill boards at parking place/public conveniences at location where foot fall is high in the locations.

## **10. Taxes and User fees/charges**

- 10.1. Urban local bodies may impose congestion fees for parking during peak hours at prime parking locations to reduce use of personalized vehicle.
- 10.2. Higher rates of tax on additional personalized vehicles may be imposed to control growing use of personalized vehicles.
- 10.3. Tax incentives and VAT exemption may be granted to city buses to charge competitive fare from the public for trips.
- 10.4. The parking spaces which are identified and developed are normally to be used on payment of fees. At certain locations it can be made free of charge in the larger interest of the city/town with approval of the Council on recommendation of the Parking Space Development and Management Committee.



- 10.5. The user fee rates to be charged can be determined on the basis of demand supply of parking space and paying capacity of the people in urban areas.
- 10.6. The user fees of parking spaces may be at different rates for different modes of transport during peak hours and lean hours.
- 10.7. Night parking may be allowed for buses and vehicles on payment of fees on roads with minimum width of 18 meters in areas other than residential areas.
- 10.8. Due diligence should be made while arriving at the parking fee rates for discouraging and encouraging parking at a specific locations which will be sustainable. The responsibility of deciding the rate of parking fees based on the city parking plan/town parking plan is vested with the ULBs concerned.

## **11. City Parking Plan (CPP)/Town Parking Plan(TPP)**

- 11.1. City/Town specific plan for development and management of parking spaces is to be prepared by each Urban Local Body concern in consonance with proposals/recommendations of the Development/Master/Zonal plans.
- 11.2. Services of Experts in Urban Transport Planning for preparation of city mobility plan and DPRs for development and management of parking spaces may be availed by ULBs adopting a transparent process of procurement.
- 11.3. Directorate of Town Planning, Odisha shall be the nodal agency to extend technical advice, guidance and support to ULBs for formulation of city based mobility and parking space development plan as and when needed.
- 11.4. Traffic Police in collaboration with ULBs should enforce parking norms in urban areas. They may also take assistance from private agencies for enforcement of city/town parking plan.

## **12. Implementation, Review and Co-ordination**

- 12.1. A Parking Space Development and Management Committee (PSDMC) is to be set up in the ULBs with Mayor/Chairperson in the Chair, with requisite representation from the ULBs, Traffic Police, RWAs/Associations of City Bus Service, Auto Rickshaws and other modes of transport to prepare and approve City/town Parking Plan under intimation to Government in Housing & Urban Development Department.

- 12.2. An Empowered Committee is to be constituted under chairpersonship of the Secretary in-charge of Housing & Urban Development Department to monitor implementation of the Policy and provide guidelines/direction to ULBs for improving or amending the City/Town Parking Plan.
- 12.3. A Steering Committee under the Chairmanship of Chief Secretary with Development Commissioner, Secretaries in-charge of Finance, Home, Law, Works, Transport, Housing & Urban Development Department with Special Secretary/Additional Secretary, H & UD as Member Convener shall be constituted to review and coordinate inter-departmental issues for smooth implementation of the policy and advise on changes in the policy as and when required.
- 13. Interpretation of the policy**
- 13.1. The Housing and Urban Development Department will issue further guidelines and instructions for smooth implementation of this Policy.
- 13.2. Doubt relating to interpretation of any term and/or any dispute relating to implementation and operationalization of the policy shall be referred to Housing & Urban Development Department of the Government of Odisha for clarification and the decision of the Government in this regard shall be final and binding on all concerned.
- 14.** This Policy shall come into force from the date of issue of this Resolution in “*The Odisha Gazette*”.

**ORDER**

Ordered that this Resolution be published in the next Extraordinary issue of “*The Odisha Gazette*” and copies of the same forwarded to all Departments of Government/ all Heads of Departments and the Accountant General, Odisha.

By Order of the Governor

INJETI SRINIVAS

Additional Chief Secretary