



**Government of Odisha**  
**Housing & Urban Development Department**  
3rd floor, Kharavel Bhavan, Unit-V, Bhubaneswar, PIN: 751001


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**NOTIFICATION**

Bhubaneswar, Dated the 13.04.2026

File No.: HUD-DIR-POLICY-0006-2025 No. 10582/HUD., The Government of Odisha has been pleased to notify the "Draft Odisha Urban Parking Policy, 2026" with the objective of fostering liveable, inclusive and people-friendly cities in the State, and ensuring equitable access to street space for all road users through efficient parking management.

Suggestions or objections, if any, for inclusion or omission in the said draft policy may be submitted to the undersigned within fifteen (15) days from the date of its publication in the Odisha Gazette, either in person, by post, or through e-mail at [hudsec.or@od.gov.in](mailto:hudsec.or@od.gov.in).

  
(Arindam Dakua)

**Director, Municipal Administration**

Memo No. 10583/HUD.,

Date 13.04.2026

Copy forwarded to the Gazette Cell, Odisha Secretariat, Commerce Department, Bhubaneswar for information and necessary action.

They are requested to publish this notification in the next extra ordinary issue of the Odisha Gazette and supply 10 spare copies to this Department. The Notification is statutory and will bear SRO number and date.

  
**Additional Secretary to Government**

Memo No. 10584/HUD.,

Dated, 13.04.2026

Copy forwarded to the Private Secretary to Hon'ble Minister, Housing & Urban Development for kind information the Hon'ble Minister.

  
**Additional Secretary to Government**



**ODISHA PARKING POLICY – 2026**

## 1. INTRODUCTION

- I. The Government, after careful consideration, has been pleased to approve the "Odisha Parking Policy for Urban Areas, 2026."
- II. The policy shall be applicable to all Development Areas notified under the Odisha Development Authorities Act, 1982; all Special Planning Areas and Regional Improvement Trusts notified under the Orissa Town Planning and Improvement Trust Act, 1956; and all Urban Local Bodies within the State.
- III. The rise in private vehicle ownership across cities and towns has placed an increasing burden on the existing urban infrastructure, particularly concerning parking facilities. The number of registered motor vehicles in the state has grown from 91.3 lakh in 2017–18 to over 1.5 crore by 2023–24, marking a growth of more than 65% in just six years. This exponential increase, in the absence of a structured and uniform parking management framework, has led to congestion, unauthorised on-street parking, reduced walkability, and inefficient utilisation of public spaces
- IV. across urban areas—not only in Bhubaneswar and Cuttack, but also in emerging urban centres such as Rourkela, Sambalpur, Berhampur, and Balasore.
- V. Studies indicate that nearly 30% of traffic congestion in Indian cities is due to vehicles searching for parking (MoHUA, Urban Transport Newsletter). In Odisha too, unregulated parking practices have compromised safety, accessibility, and the overall efficiency of urban transport systems
- VI. In the absence of appropriate tools for efficient management and enforcement, Urban Local Bodies (ULBs) adopt varied and often ad-hoc approaches that do not align with sustainable urban mobility principles. Therefore, it is vital to develop a progressive State Parking Policy that offers strategic direction, promotes demand-responsive parking management, encourages the growth of off-street and shared parking facilities, integrates smart parking technologies, and ensures alignment with broader objectives such as Transit-Oriented Development (TOD) and climate resilience.
- VII. The provisions of this policy shall be in addition to and not in derogation of any other provision relating to parking in any other law for time being in force.
- VIII. This policy shall come into force from the date of its publication in the Odisha Gazette.

## 2. DEFINITIONS

In this policy, unless the context otherwise requires; following terms shall have the meaning as defined herewith below:

- I. **On street parking:** Parking at a location on the right-of-way, formal or informal.
- II. **Off street parking:** Parking at a location not on the street, such as an open or covered plot, or on any level of a built structure.
- III. **Parking zones/area:** Parts of the entire city based on land use activities and traffic for the purpose of deciding parking rates.
- IV. **Parking lot:** A demarcated space for parking single vehicle.
- V. **"Urban Areas"** shall mean all Development Areas notified under the Odisha Development Authorities Act, 1982; all Special Planning Areas and Regional Improvement Trusts notified under the Orissa Town Planning and Improvement Trust Act, 1956; and all Urban Local Bodies within the State.

### 3. RELEVANT PROVISIONS IN NATIONAL POLICY & SUGGESTIVE APPROACH

1. The Government of India, through various policies, advisories, and judicial interpretations, has increasingly underscored the importance of managing urban parking in a manner that upholds public interest, promotes equitable mobility, and protects non-motorised transport users. Parking is no longer seen as a standalone service but as an integral element of urban transport and land use planning.

**National Urban Transport Policy (NUTP), 2006**, issued by the **Ministry of Housing and Urban Affairs (MoHUA)**: Recognises that “parking should be used as a tool to manage travel demand rather than as a service to be provided indefinitely.” It recommends demand-based parking pricing, disincentives for free parking, and channelising parking revenues into public transport and pedestrian infrastructure.

**Model Building Byelaws (2016)**: Propose capping excessive parking supply, particularly in high-density areas, and promoting shared use.

**Right to Footpath**: Recently acknowledged as a derivative of the **Right to Life under Article 21 of the Constitution of India**. As interpreted in multiple judicial pronouncements and supported by the Ministry of Housing and Urban Affairs’ 2023 directive, it affirms that **every citizen has a right to safe, continuous, and encroachment-free footpaths**. Encroachment by on-street parking—especially in violation of designated pedestrian space—is now understood as an infringement of this fundamental right.

**National Transit-Oriented Development (TOD) Policy, 2017**, issued by the **Ministry of Housing and Urban Affairs (MoHUA)**: Provides further guidance on parking and multimodal integration. It mandates **reduced parking norms** within influence zones of mass transit systems, **shared and off-site parking** for mixed-use and high-density developments, and **multimodal integration at transit nodes**, including seamless access to feeder services, IPT, and non-motorised modes.

### 4. POLICY VISION

1. The policy envisions fostering liveable, inclusive, and people-friendly cities in Odisha that ensures equitable access to street space for all road users through efficient parking management.

### 5. POLICY OBJECTIVES

- I. **Manage Supply** of **existing** on-street and off-street parking supply using inclusive, demand-based tools
  - Promote organised and designated parking facilities for all modes of transport—motorised and non-motorised.
  - Rationally balance the distribution of parking demand between on street and off-street facilities to ensure efficient land use and better utilisation of available land resources.
  - Regulate on-street parking to ensure it does not hinder smooth movement of vehicles, pedestrians, or cyclists.
  - Design on-street parking spaces to support walkability, safety, and liveability through context-sensitive and inclusive street design.
- II. **Optimize Demand** of parking across urban areas of Odisha while promoting public and shared transport alternatives.
  - Implement parking demand management strategies that gradually reduce reliance on private vehicles, including context-specific pricing mechanisms.
  - Integrate public transport availability and usage into parking management frameworks.
  - Institutionalise a phased and adaptive approach to parking restraint measures, aligned with mobility and land use objectives.

- Develop seamless last mile connectivity.

III. **Sustained Enforcement** and management of parking through institutional strengthening and effective enforcement

- Empower urban local bodies and relevant institutions to take a leading role in parking governance, monitoring, and enforcement.
- Leverage technology for real-time parking management, digital payments, data analytics, and enforcement systems
- Facilitate multi-stakeholder engagement—including private players, civil society, and transport agencies—to support implementation and promote sustainable urban mobility outcomes.

## 6. GUIDING PRINCIPLES

MANAGE	OPTIMIZE	SUSTAIN
I. Location-based parking norms	IV. Shared and Mixed-Use Parking Infrastructure	VII. Revenue Earmarking and Financial Sustainability
II. Parking Pricing	V. Technology-Driven Usage and Access	VIII. Institutional Strengthening and PPPs
III. Permit & Proof-based Control	VI. Travel Demand Management Strategies	IX. Enforcement and Parking Management Plans (PAMPS)

### I. Location-Based Parking Norms

Implement area-specific parking standards based on land use, transit accessibility, and local demand. Prioritise compact development and reduce parking minimums in well-connected urban zones.

- **Multimodal Hubs** shall be equipped with short-duration parking for bicycles, two-wheelers, auto-rickshaws, and buses. Park-and-Ride facilities must be developed at strategic locations near mass transit corridors. Safe boarding and alighting zones shall be integrated with pedestrian pathways, public amenities, signage, and universal accessibility features.
- **Commercial and Retail Zones**, short-duration parking shall be ensured for visitors by the owner, while long-duration parking should be allocated for shop owners and workers. During lean weekdays, these parking spaces may be temporarily allocated for use by nearby office staff, whereas on weekends and holidays, priority shall be given to shoppers and commercial activity.
- **Recreational Centres and Places of Congregation**, temporary parking and traffic management plans must be prepared during events, festivals, and other large public gatherings. Peripheral Park-and-Ride facilities shall be encouraged where direct parking access is limited.
- **Hospitals and Medical Establishments** must have clearly demarcated unhindered parking spaces separately for visitors & patients and for ambulances, doctors, paramedical staff, patients, and visitors. Free drop-off zones shall be created at entry points for all vehicles. Short-duration parking for attendants and visitors should be integrated within or near hospital premises.
- **Educational Institutions and Office Complexes**, short-term at-grade parking shall be developed to meet peak demand during school or office opening and closing hours, including space for bicycles, two-wheelers, and school buses. A safe recessed waiting space for parents waiting for children be integrated with the pick-up and drop off zone. Subject to ULB approval, parking spaces may be used during after-hours for temporary informal markets or hawker zones.

- **Industrial Units and Warehousing Areas**, parking must be planned for goods vehicles, trailers, and trucks either on-site or at designated peripheral logistics nodes. Overnight parking on urban roads within municipal limits shall be prohibited. The movement of heavy freight vehicles should be restricted during peak hours, typically between 9:00 AM and 9:00 PM, to avoid traffic congestion. **Considering reduced parking requirement for industrial buildings under regulation regime, dedicated common parking areas need to be incorporated within the Master Plan of the Industrial Estate/ Area.**
- **Residential Areas**, on-street parking shall not be permitted on carriageways narrower than **12** metres. Fee-based overnight angle parking may be allowed in designated areas, with appropriate demarcation to ensure unobstructed traffic flow. Shared parking arrangements should be encouraged, allowing underutilised private residential parking to be made available for public use through formal agreements or digital platforms.
- **Other essential norms:**
  - All parking facilities shall be designed to be universally accessible. Adequate provisions must be made for persons with disabilities, children, and elderly individuals, with clearly demarcated and signposted spaces at all parking locations,
  - No additional or differential parking charges shall be levied for parking spaces designated for persons with disabilities.
  - Designated parking spaces equipped with electric vehicle (EV) charging infrastructure shall be mandatory in all new off-street and multi-level parking developments.
  - All new on-street, off-street, and multi-level parking facilities must provide adequate entry/exit circulation; include designated pedestrian pathways, and allocate space for EV charging and bicycle parking

## PARKING PRICING

Adopt demand-based and dynamic pricing strategies that reflect the value of land, location, and duration of stay—discouraging long-term on-street use and promoting off-street alternatives.

- **Establish a Base Parking Fee (BPF)** based on the annual value of land and the standard area occupied by a vehicle (approximately 12.5 sq. m), in accordance with local property valuation norms.
- **Use time-based multipliers** to progressively increase parking charges for longer parking durations, incentivising short stays and higher turnover.
- **Introduce location-based premium factors (PF)** in high-demand commercial, institutional, or mixed-use areas to reflect higher land value and congestion levels.
- **Implement demand-responsive pricing** to maintain optimal occupancy levels (85%) during peak hours, ensuring availability while discouraging overuse.
- **Restrict on-street parking within 100 metres of off-street lots**, to enhance off-street utilisation and reduce redundancy. Off-street Parking should be 25percent cheaper than on-street parking.
- **Designate free, time-regulated parking bays for Intermediate Public Transport (IPT) and taxi services**, with bay allocation guided by Parking Area Management Plans (PAMPs).
- **Allow imposition of congestion fees** or peak-hour surcharges in prime locations to discourage excessive private vehicle use.
- **Introduce higher taxes on additional private vehicles**, where deemed necessary, to manage vehicular growth.

- **Provide tax incentives or exemptions for city buses**, enabling competitive fare structures and promoting modal shift.
- **Permit free or discounted parking only in special cases**, subject to recommendations from the Parking Space Development and Management Committee and formal ULB approval.
- **Periodic revision** of the parking prices to be done to keep parking charges equivalent to latest land value.
- ULBs shall adopt context-specific parking fee structures, determined based on: Demand–supply dynamics of the locality; Vehicle type and size; Parking duration; Time of day (peak vs. non-peak hours); Day of the week; Real estate value of the area; and Citizens’ affordability.

## PERMIT AND PROOF-BASED CONTROL

Introduce residential parking permits and require proof of parking for new vehicle registrations to limit unregulated street parking and private vehicle growth in high-density areas.

- Introduce structured Parking Permit Schemes applicable and identified through parking area management plans (PAMP), including Residential Parking Permits (RPPs), to manage on-street and overnight parking in high-density areas. Permits shall be issued with defined eligibility criteria, caps on the number of permits per household or establishment, and appropriate fee structures to discourage excessive vehicle ownership.
- Proof of availability of parking space shall be mandated as a prerequisite for the registration of new private vehicles. This measure shall be enforced in designated zones and linked to area-level parking capacity.
- Certain areas of cities may be designated as **no-vehicle zones**, either fully or partially, on specific days to improve air quality, promote walking, and enhance liveability.
- High-demand areas such as Central Business Districts and market zones shall attract higher tariffs and stricter time limits, while lower-demand and residential areas may have comparatively relaxed regulations.
- Provide **FAR relaxations** or other incentives for multi-level parking development in private or public premises.
- **Strict penalties, towing, and fines** shall be imposed for unauthorised or illegal parking. Private agencies may be empanelled by ULBs to assist traffic police in enforcement activities.
- Public and semi-public institutes shall be encouraged to adopt **Workplace Mobility Plans** to incentivise their employees to use/to adopt public transport and NMT.

## SHARED AND MIXED-USE PARKING INFRASTRUCTURE

Encourage shared use of parking between land uses and time slots (e.g., office use by day, residential by night) to improve space efficiency and reduce the need for new construction.

- Shared parking facilities shall be promoted to maximise utilisation of existing infrastructure. Usage shall be structured to accommodate different users at different times—such as office-goers during the day and residents or visitors in the evenings and on weekends.
- Private Residential, commercial, and institutional campuses shall be encouraged to open up unused off-street parking spaces for public use where there is potential for shared parking, with support from private parking aggregators.

- Urban Local Bodies (ULBs) shall identify areas with potential for shared parking arrangements through Parking Area Management Plans (PAMPs), and shall incentivise property owners and institutions to participate in such schemes.

### TECHNOLOGY-DRIVEN USAGE AND ACCESS

Adopt intelligent systems for real-time occupancy tracking, e-payments, digital permits, and user guidance to streamline parking access, monitoring, and planning.

- Real-time parking information systems shall be implemented, integrating mobile apps, variable message signboards, and public transport platforms to assist users in access real-time information on parking slot availability; view applicable parking fees and regulations; Navigate to the nearest available parking lot; digitally reserve parking slots and make cashless payments; and register feedback, complaints, or suggestions related to parking services.
- The PIMS shall be integrated with public transport information platforms to support multimodal travel planning and encourage park-and-ride behaviour near mass transit corridors.
- Electronic and automated parking management systems shall be adopted for ticketing, access control, and enforcement to enhance operational transparency and efficiency. The ULBs should also ensure collection of real time data for informed decision making such as but not limited to preparation of PAMP and dynamic pricing.
- The technology-based smart parking system shall be leveraged to continuously monitor parking activities during operational hours, identify parking violations, and coordinate communication between on-ground staff and vehicle owners to initiate first-hand verification and necessary parking violation protocols

### TRAVEL DEMAND MANAGEMENT STRATEGIES

In addition the parking management cities should also look into other TDM measures to reduce congestion and improve livability and support the transition from private to public and non-motorised transport through TOD, improved last-mile access, and decongestion strategies that reduce overall parking requirements, alleviating traffic congestion, and enhancing urban liveability.

- Cities shall prepare comprehensive mobility plans with a long-term perspective, aligned with their development potential and regional growth trends.
- Development of efficient, accessible, and inclusive public transport systems shall be prioritised to reduce dependency on private vehicles.
- Government offices, public sector units, corporate entities, and private organisations shall be encouraged to implement staff commute programmes, including bus pooling and carpooling, to reduce long-term parking demand.
- Transit-Oriented Development (TOD) shall be prioritised in city master plans along mass transit corridors to decentralise commercial hubs and support compact, walkable neighbourhoods.
- Non-motorised transport (NMT) vehicles such as bicycles, rickshaws, and e-autos shall be exempt from license fees.
- Public awareness campaigns shall be launched to promote use of NMT and discourage excessive reliance on personal vehicles.
- Dedicated pedestrian and cycling lanes shall be developed along major roads, with proper lighting and green buffers, to encourage safe and comfortable NMT usage.

- Parking discounts or reserved spaces shall be offered for electric vehicles, bicycles, and verified carpool vehicles to promote sustainable travel behaviours.

## REVENUE EARMARKING AND FINANCIAL SUSTAINABILITY

Ring-fence parking revenues for reinvestment into sustainable transport infrastructure such as footpaths, EV charging, cycle lanes, and multimodal integration.

- The parking revenue must ideally be part of the City Urban Transport Fund (CUTF). However, as the CUTF is not formalised as part of the first phase of parking policy implementation, the parking revenue must be earmarked under a separate head under Municipal Budget and shall only be used for improving public transport and non-motorised transport.
- Parking revenues shall be ring-fenced and earmarked for reinvestment into non-motorised and public transport infrastructure, including footpaths, cycling lanes, electric vehicle (EV) charging stations, multimodal integration nodes, and improvement of public transport services.
- Public Private Partnerships (PPP) shall be actively pursued to attract private investment in the development and maintenance of parking infrastructure.
- Operation and maintenance of parking facilities may be outsourced to professional agencies through appropriate contractual mechanisms, while strategic and financial oversight shall remain with the respective Urban Local Bodies (ULBs) or designated government agencies. The ULB shall be the sole owner of all data, and the operator is responsible for ensuring that this data is shared with the ULB in full.
- To promote operational efficiency and unified oversight, Urban Local Bodies (ULBs) shall integrate the management of on-street and off-street public parking facilities under a **single contract or concession model**. ULBs may generate additional revenue from the use of parking areas by permitting advertisements, billboards, and commercial kiosks at high-footfall parking locations, subject to local urban design and signage guidelines.
- Develop robust, transparent tendering processes that allocate parking zones based on PAMPs. Contracts must include service level benchmarks, digitized payment obligations, violation penalties, and exit clauses.
- Limited commercial use (as permitted by the DCR) within off-street parking structures may be permitted to enhance viability. Such uses may include convenience retail, repair services, or amenities for commuters. Commercial areas shall be considered in addition to nominal lease provisions and shall not reduce the designated parking capacity.

## INSTITUTIONAL STRENGTHENING AND PPPS

Empower Urban Local Bodies (ULBs) and parking management units to take the lead in strategy, operations, and monitoring.

- The state will appoint a State-Level Nodal Agency to support ULBs through technical guidance, model bid documents, technological integration, capacity-building programs, and policy harmonization with land use and transport planning frameworks.
- The ULBs shall establish dedicated Parking Authority within Urban Local Bodies (ULBs), empowered to plan, regulate, and oversee parking systems, coordinate with enforcement agencies, manage concessions, and monitor digital infrastructure. The ULB shall also ensure that the dedicated Parking Authority is adequately staffed to effectively oversee parking management.

- Mandate Area-Level Parking Management Plans (PAMPs) for all major cities/towns to serve as the foundational document for assigning enforcement roles, private sector participation, pricing strategies, and technological systems.
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- Institutional roles and responsibilities shall be clearly delineated across ULBs, Traffic Police, Private Operators, and State Agencies through standard operating procedures and legal instruments. A tiered grievance redressal mechanism shall be established, with the Municipal Commissioner or designated officer as appellate authority.

## ENFORCEMENT AND PARKING MANAGEMENT PLANS (PAMPS)

Ensure the effective enforcement of parking rules through clear signage, penalties, and the use of digital tools. Mandate data-driven, area-level parking plans for continuous performance improvement.

- **ULBs shall prepare Parking Area Management Plans (PAMPs)** aligned with their respective Master Plans, zoning regulations, and mobility strategies. Each PAMP shall include:
  - Current parking demand and supply inventory
  - Location-specific parking typologies (short/long term, peak/off-peak)
  - Fee structure and pricing logic
  - Technology integration framework
  - Enforcement mechanisms
  - Equity and accessibility provisions
- **Parking enforcement shall be executed through a multi-agency framework**, including Parking Cells, Traffic Police, and trained private enforcement teams or wardens, empowered by municipal by-laws.
- **Clear violation** definitions shall be notified through the parking rules, including:
  - Obstruction to NMT and emergency access
  - Parking in non-designated or no-parking zones
  - Parking without a valid ticket or permit
  - Mismatched vehicle type in assigned bays
- **Penalties shall be rationalised and graded**, with repeat violations subject to escalated enforcement actions including fines, towing, license suspension (where permitted under law), and blacklisting of offenders in digital systems.
- All enforcement actions shall be **digitally recorded and geo-tagged**, with weekly logs submitted by private operators to the ULB's Parking Cell.
- **Towing and impounding services** may be outsourced to approved private operators, with defined charges for recovery and vehicle release.
- **Exemptions for emergency vehicles and essential services** shall be codified and updated regularly in consultation with relevant departments.
- **Awareness campaigns** and transparent signage systems shall be introduced to promote citizen understanding of parking zones, digital payment methods, and penalties for non-compliance.
- **Housing & Urban Development Department** shall **amend relevant laws** (e.g., under the Odisha Urban Police Act or Municipal Acts) to empower agencies with enforcement rights and penalty collection mandates.

## 7. INSTITUTIONAL SETUP

- **Parking Space Development and Management Committee (PSDMC):** Each Urban Local Body (ULB) shall constitute a PSDMC, chaired by the Mayor or Commissioner, with mandatory representation from the ULB, Traffic Police, Resident Welfare Associations (RWAs), and associations of city bus services, auto-rickshaws, and other relevant transport stakeholders.
  - The PSDMC shall be responsible for preparing and approving the City/Town Parking Plan, and for its periodic review.
  - The approved plan shall be submitted to the Housing & Urban Development Department for intimation and further guidance.
- **Empowered Committee at State Level:** An Empowered Committee shall be constituted under the Chairpersonship of the **Secretary, Housing & Urban Development Department**, to:
  - Monitor the implementation of the Parking Policy across all ULBs.
  - Provide guidance and directions for improvement and amendment of city/town parking plans.
  - Resolve escalated inter-agency issues, if any.
- **Inter-Departmental Steering Committee:** A high-level Steering Committee shall be established under the Chairpersonship of the **Chief Secretary** to coordinate state-wide implementation and policy coherence. The committee shall comprise:
  - Development Commissioner
  - Secretaries of Finance, Home, Law, Works, Transport, and Housing & Urban Development Departments
  - Special Secretary/Additional Secretary, Housing & Urban Development Department as Member-Convener
  - This committee shall periodically review policy outcomes, ensure cross-departmental collaboration, and recommend amendments to the Parking Policy as necessary.

## 8. MONITORING MECHANISM

To ensure effective implementation and timely evaluation of the Odisha State Parking Policy, a robust Monitoring and Evaluation (M&E) framework shall be institutionalised across all ULBs. The mechanism shall include phased implementation, pilot testing, and regular performance tracking through key indicators.

- **Implementation in Phases:** The policy shall be implemented in progressive phases to ensure coordinated planning, operational readiness, and continuous learning:
  - Preparation of zone-wise Parking Area Management Plans (PAMPs)
  - Deployment of technology for parking enforcement and digital management
  - Integration of parking bylaws and PAMPs with zoning and transport policies
  - Enforcement of parking rules in CBDs and designated high-demand areas
  - Real-time signage, markings, and information systems for user guidance
  - City-wide roll-out based on learnings from pilot areas
- **Monitoring Indicators:** Performance shall be reviewed periodically using both qualitative and quantitative indicators. These include but not limited to:
  - Availability and timely implementation of parking master plans
  - Mode share of public transport and non-motorised transport (NMT)
  - User satisfaction at parking facilities (based on feedback and surveys)

- Consistency and visibility of parking signs and user information systems
- Parking revenue generated
- Ratio of parking revenue to operational cost
- Number of traffic violations due to illegal parking
- Occupancy levels of parking facilities across typologies
- Number and value of parking challans issued