

Government of Jammu and Kashmir  
**Housing and Urban Development Department**  
Civil Secretariat, Jammu / Srinagar

**Notification**

**Jammu, the 22<sup>nd</sup> of January, 2026**

**S.O. 13** - In exercise of the powers conferred by sections 42, 214, 333 of the Jammu and Kashmir Municipal Corporation Act, 2000 and Section 48 of the Jammu and Kashmir Municipal Act, 2000, the Government hereby notifies the Jammu and Kashmir Parking Policy, 2026 appended as "Annexure to this notification.

**By Order of the Government of Jammu & Kashmir.**

Sd/-

**(Mandeep Kaur) IAS**

Commissioner/Secretary to the Government  
Housing & Urban Development Department

No. HUD-LIT011/6/2024 (C.No. 7537202)

Dated: 22.01.2026

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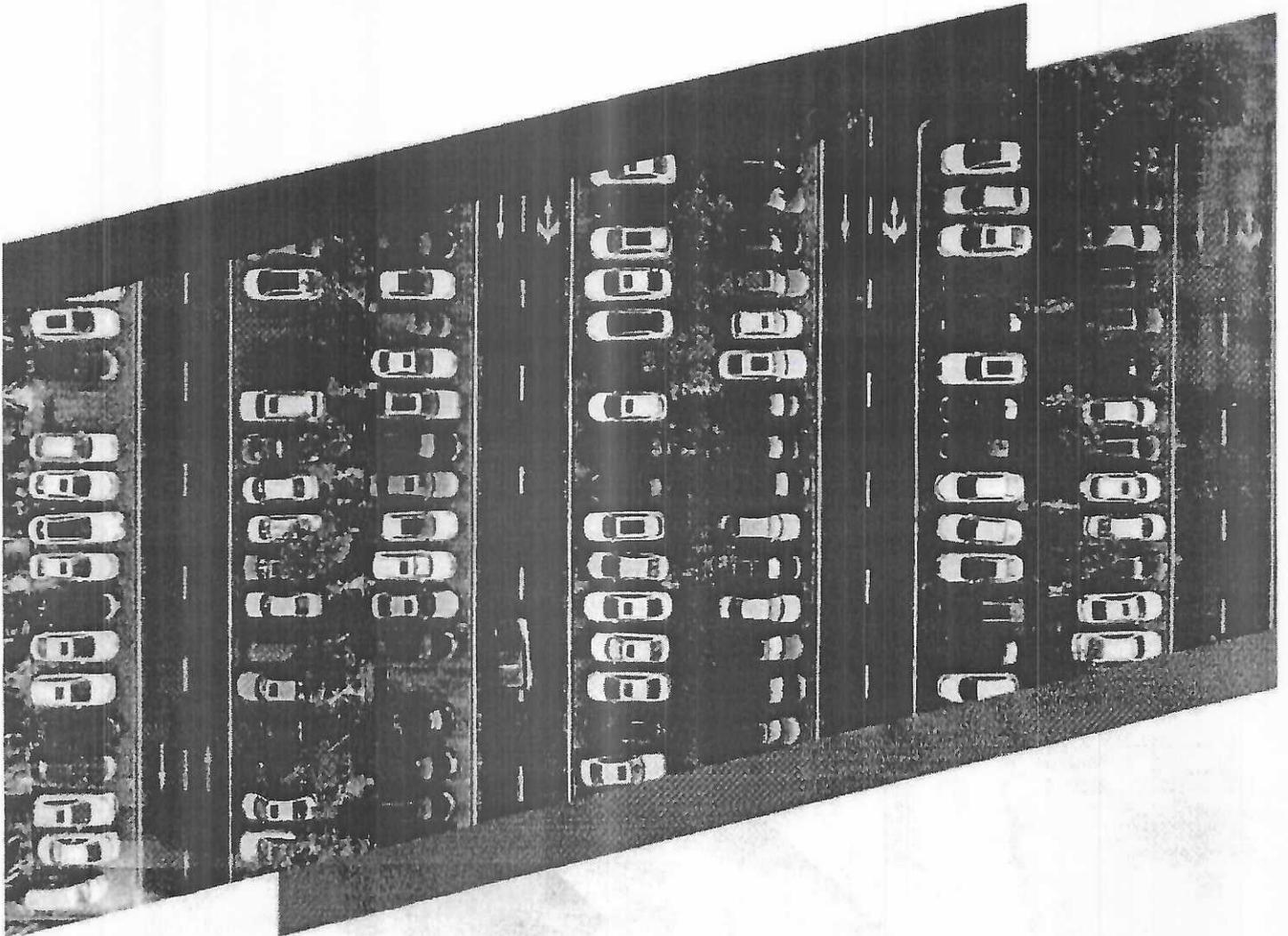
  
(Dharendra Sharma) JKAS 22/1/26

**Additional Secretary to the Government**

# J&K PARKING POLICY 2026



**Housing & Urban Development Department,  
Union Territory of Jammu & Kashmir**



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## Abbreviations

1	CBD	Central Business District
2	CCTV	Closed-circuit television
3	CVC	Classified Volume Counts
4	ECS	Equivalent Car Space
5	GIS	Geographical Information System
6	IT	Information Technology
7	ICCC	Integrated Command Control Centre
8	IPT	Intermediate Public Transport
9	IRC	Indian Road Congress
10	J&K	Jammu and Kashmir
11	LAP	Local Area Plan
12	MLCP	Multi-Level Car Parking
13	NMT	Non-Motorized Transport
14	PMAP	Parking Management Area Plan
15	PPP	Public Private Partnership
16	PZone	Parking Zone
17	RFID	Radio Frequency Identification
18	RoW	Right of Way
19	ULB	Urban Local Body
20	UMTA	Unified Metropolitan Transport Authority
21	VMS	Variable Message Signs

# 1. Parking Policy Background

## 1.1 Background

Rapid urbanization in J&K, especially in its twin capitals, has brought about severe congestion issues. Both Jammu and Srinagar have experienced substantial population growth and economic activity, leading to increased vehicle ownership and usage. This surge in vehicles has put immense pressure on the existing road networks and parking facilities, which are struggling to cope with the demand.

The congested urban centers are characterized by narrow streets, limited parking spaces, and inadequate traffic management systems, exacerbating the problem. In many areas, vehicles are often parked haphazardly along roadsides and on sidewalks, obstructing pedestrian movement and contributing to traffic bottlenecks.

To transform cities into economic hubs and boost their economic activities, it is essential to reduce congestion, improve the traffic system, and establish a robust public transport network. In this regard, the Government of India implemented the "National Urban Transport Policy-NUTP" in 2006. This policy aims to provide citizens in all cities with a reliable, affordable, sustainable, high-quality, and convenient public transport system, offering concessional rates as needed.

## 1.2 Challenges

Challenges identified in UT of Jammu and Kashmir as follows:

1. Non availability of parking space in core areas
2. High parking demand in mixed and Commercial use areas
3. Requirement of parking Old City Areas
4. Inadequate IT systems in the city
5. Unorganized public transport system and inadequate NMT facilities
6. Inadequate pedestrian facilities and lack of enforcement
7. Rapid conversion of residential plots to commercial land use without due enforcement of parking requirements as per bye-laws
8. Infringement of residential roads by vehicles accessing nearby commercial areas

Parking has an economic value attached to it and thus shall be treated as a commodity for which the user must pay. Cities set parking requirements which specify minimum amount of parking that has to be provided, commonly known as parking minimums. These parking minimums are mandated under building bye-laws of the urban area. The amount of parking varies in relation to the land use and activity present for a given region. Different cities use different measures to mandate requirements. Hence, there is a need to prepared a parking policy to further strengthen its use as an instrument to discourage the use of personal vehicles and to ease road space for seamless movement of people and vehicles.

### 1.3 Need for Parking Policy

Parking Policy is an important need of the present time for the Government of Jammu and Kashmir for proper management and enforcement of Traffic. The implementation of policy will not only ensure systematic parking management but will also strengthen the public transport system. The policy aims to

- i. To improve the traffic and parking situation of the cities in Govt of J&K.
- ii. To increase parking revenue of urban local bodies.
- iii. To promote the public transport system and improve walkability in cities.
- iv. To reduce the-number of private vehicles and required revenue generation the management agency/ ULB.

This document only provides the framework for the UT guidelines/policy for Urban Parking Management.

## 2. Legal Framework.

### 2.1 J&K Municipal Corporation Act- 2000

- i. **Section 42.B.xiv.** Entrusts the Corporation to provide for parking lots.
- ii. **Section 214.** Entrusts the Commissioner with the power to acquire land and buildings for public parking spaces.
- iii. **Section 333.** Power to frame an improvement scheme for parking lots lies with the Commissioner.
- iv. **Section 395.D** Power to frame byelaws (Building) lies with the Commissioner.

### 2.2 J&K Municipalities Act-2000

- i. **Section 48: Powers and Authorities of municipalities:** Entrusts the Corporation to provide for parking lots.

### 2.3 The Motor Vehicle Act-1988

- i. **Section 117. Parking places and halting stations-**“State Government or any authority authorised in this behalf by the State Government may, in consultation with the local authority having jurisdiction in the area concerned, determine places at which motor vehicles may stand either indefinitely or for a specified period of time, and may determine the places at which public service vehicles may stop for a longer time than is necessary for the taking up and setting down of passengers.”
- ii. **Section 126. Stationary vehicles-** “No person driving or in charge of a motor vehicle shall cause or allow the vehicle to remain stationary in any public place, unless there is in the driver’s seat a person duly licensed to drive the vehicle or unless the mechanism has been stopped and a brake or brakes applied or such other measures taken as to ensure that the vehicle cannot accidentally be put in motion in the absence of the driver.”

iii. **Section 127. Leaving vehicle in an unattended position-**

- a) "Where any motor vehicle is abandoned, or left unattended, on a public place for ten hours or more or is parked in a place where parking is legally prohibited, its removal by a towing service or its immobilisations by any means including wheel clamping may be authorised by a police officer in uniform having jurisdiction."
  - b) Where an abandoned, unattended, wrecked, burnt or partially dismantled vehicle is creating a traffic hazard, because of its position in relation to the 1 [public place], or its physical appearance is causing the impediment to the traffic, its immediate removal from the1 [public place] by a towing service may be authorised by a police officer having jurisdiction.
  - c) Where a vehicle is authorised to be removed under sub-section (1) or sub-section (2) by a police officer, the owner of the vehicle shall be responsible for all towing costs, besides any other penalty.
- iv. **Section 177. General provision for punishment of offences-** Whoever contravenes any provision of this Act or of any rule, regulation or notification made thereunder shall, if no penalty is provided for the offence be punishable for the first offence with fine which may extend to one hundred rupees, and for any second or subsequent offence with fine which may extend to three hundred rupees.

## **2.4 J&K Metropolitan Development Authority Act-2018**

- i. **Section 15. (2).(a)-** Preparation of Infrastructure Development Plan with detailed description of parking amenities.
- ii. **Section 16. (B) & Section 17 -** Unified Metropolitan Transport Authority (UMTA) with the responsibility of preparation of Mobility Management Plan with detailed description of parking amenities
- iii. **Enforcement-** Transport Commissioner, Inspector General of Police, Traffic, Commissioner of Municipal Corporation

## **3. Public Parking policy for J&K**

### **3.1 Vision of Public Parking Policy**

Government of Jammu and Kashmir is dedicated to ensuring efficient operations in all ULBs. ULBs in their respective areas operate proper parking management, maintenance, availability, integration with other modes of transport, traffic safety, and enforcement. The goal is to create a better environment in the city by encouraging citizens to use public transport and discouraging the use of private vehicles.

1. Encourage the use of alternative modes of transportation to decrease motor vehicle usage, which in turn reduces traffic congestion, accidents, and pollution.
2. Develop the capacity to effectively address traffic issues.
3. Promote the appropriate use of land by implementing environmentally friendly measures.

### **3.2 Objectives of the Parking Policy**

1. Improve air quality;
2. Reduce congestion;
3. Reduce parking demand;
4. Promote public transport and walkability.

### **3.3 Guiding principles of Parking Policy**

The parking policy aims to achieve the following targets through a phased implementation approach:

- 1. Transition from disorganized parking to a structured and efficient parking system.**
  - Organize and manage on-street parking so as to ensure that parking does not impinge upon seamless vehicular and pedestrian circulation.
  - Shift supply of parking off-street and minimize on-street parking supply to free up scarce street space for transit and NMT supportive uses.
  - Free-up residential streets with regulated parking to allow these streets to transform into walkable & liveable streets.
  - Inclusive planning of parking supply to support local business opportunities, facilitate people to access social infrastructure and recreational facilities.
- 2. Transition from free parking to a paid parking system**
  - Charge the user the cost of parking to largely transfer the cost of using a scarce resource from public at large to the beneficiary.
  - Unbundle parking charges and make users directly pay for their desired parking convenience.
- 3. Shift from government driven parking supply to a market driven approach for parking supply and management.**
  - Enable faster development of organised off-street parking supply and efficient management through means of private market forces. City needs to explore privately financed and market driven off-street parking regime, in addition to public funded, government created off-street parking regime.
- 4. Transition from passive and weak enforcement of parking regulations to proactive management of parking demand**
  - Urban local body to consider parking management as one of its key functions and deliver parking services in a systemic and efficient manner.
  - Use of technology in enforcement and management of parking to better address concerns of manpower shortage, efficiency and pilferage.
  - Support and increase the patronage of public transport by cross subsidizing transit and NMT infrastructure through parking revenue.

**3.4 Policy Enforcement:** The policy shall be regulated in terms of provisions of the Jammu and Kashmir Municipal Act, 2000, the Jammu and Kashmir Municipal Corporation Act, 2000 and other applicable laws.

### **3.5 Parking Zone**

Parking Zone lays out ground rules/ regulations and pricing strategy that shall govern the Parking in the city. With unified parking zonal rules, the city can be effectively managed and parking provisions can be determined on area-wide basis. To simplify this process, the following shall be exercised:

1. Parking in the city shall be divided in 3 zones, as mentioned below. More zones/ sub-zones may be created after studying local conditions, following approval and notification through the Parking Committee.
2. Each zone shall have their corresponding regulations/ rules for on-street, off-street pricing and parking provision in buildings.
3. Each zone shall conform to the provisions of the Master Plan for delineation of Zone boundary.
4. City may have multiples of each zone and shall be defined in the city's spatial map.
5. The Parking Zones shall be:
  - a) **PZone 1:** This zone is defined by intense mixed-use or commercial development in the city (for example: CBD or waterfronts) with having high footfalls and with provision of adequate transport alternatives available for commute. The area delineation once notified shall be amended into the Master Plan. Regulations as defined in J&K Parking Rules
  - b) **PZone 2:** This zone is defined by moderate mixed-use or predominantly residential development in the city (for example: housing societies, colonies, etc) along with a number of parks and open spaces with having moderate to high footfalls and with provision of adequate transport alternatives available for commute. The area delineation once notified shall be amended into the Master Plan. Regulations as defined in J&K Parking Rules
  - c) **PZone 3:** This zone is defined by sparse development in the city (for example: city periphery, undeveloped areas, etc) with having low footfalls and without adequate transport alternatives. The area delineation once notified shall be amended into the Master Plan. Regulations as defined in J&K Parking Rules.

### **3.6 Parking Management Area Plan**

**The Parking Management Area Plan (PMAP)** is an area level plan prepared by any local body which indicates spatial distribution of parking and management of the same. It shall include all types of parking spaces for all modes as well as essential street amenities as per Master plan

provisions. This includes on-street<sup>1</sup>, off-street<sup>2</sup> and multi-level parking facilities, vending zones, multi-modal integration facilities, green open spaces along with the allied traffic and pedestrian/ NMT circulation plans, signage plans and pricing strategy. The PMAP boundary shall coincide with statutory Local Area Plan (LAP) boundary, and for planning purposes a larger area than LAP could be considered for the preparation of the plan or more than one LAP could be considered for a single PMAP whose boundaries are joined. Disjointed LAPs shall have their respective PMAPs. PMAPs shall be prepared by the Municipal Corporation or the ULB in consultation with local stakeholders, planning bodies/departments and with a team of transport planners and urban designers.

## **1. Preparation of PMAP**

### **a. Delineation**

- i. The PMAP boundary shall coincide with statutory Local Area Plan (LAP) boundary, and for planning purposes a larger area than LAP could be considered for the preparation of the plan OR more than one LAP could be considered for a single PMAP whose boundaries are joined. Disjointed LAPs shall have their respective PMAPs.
- ii. While delineating the PMAP indicate the area on the relevant zonal plan and map out land use pattern in the PMAP area. Also indicate the jurisdiction of the relevant urban local body or any other land owning agency.

### **b. Surveys and Base-mapping**

- i. PMAP shall be prepared as a part of preparation of the statutory Local Area Plan. The following surveys to be carried out and mapped on GIS database:
  1. Mapping of all plots and Right of Ways within the PMAP boundary with overlay of the Master Plan and Zonal Plan and Local Area Plan
  2. Marking of all junctions, property entries, and land use and their dimensions
  3. Identify and map all Metro stations, bus stops, bus bays, para transit access, pedestrian crossing, fire hydrants, loading zones, taxi stands, driveways, electric charging areas, public toilets, amenities, bike sharing facilities and other features that are likely to affect the use of the street for parking. Document traffic management measures in force, such as prohibited turns, one-way streets, exclusive bus lanes etc. Identify the gated streets, service and rear-access alleys.
  4. Vehicular CVC of streets in peak hour and non-peak hour along with pedestrian counts
  5. Number plate surveys on all streets, MLCPs and Parking lots.
  6. Parking vehicle counts for a single day for 24hrs on all streets.
  7. Map out the residential, commercial and office buildings in the PMAP area to indicate the usage of parking spaces in the buildings.

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<sup>1</sup> On-street parking: Parking spaces demarcated within the Right-of-Way.

<sup>2</sup> Off-street parking: Parking spaces demarcated in parking lots lying outside Right-of-Way.

**c. Planning**

- i. Preliminary Plan preparation in consideration of IRC Codes, MoHUA Codes and Local Codes, if any, and as per data collected above, showing the following:
  1. Traffic circulation/ dispersal plan along with road geometry and walkability improvements with universal accessibility and provision of street amenities as per Master Plan.
  2. Where shared Multilevel Parking facility is provided, the following is to be demarcated:
    - i. Ingress-egress plan
    - ii. Pedestrian circulation plan that shows connections and walkways between parking areas and different uses.
    - iii. A safety and security plan that addresses lighting, access and maintenance of the parking areas and streets within the PMAP area.
  3. For On-street: Footpath, entry-exit of properties, utility area, trees, on-street parking spaces (for 2W, 3W, 4W and differently abled), location of cameras, sensors (if deployed), all facilities as per Annexure 1 to be located in plan.
  4. For Off-street: Parking spaces for 2W, 3W, 4W and differently abled, toilets, lighting, location of sensors, cameras (if deployed), boom barrier, entry-exit with location of guard post, guard room, etc.
  5. Location of signage
  6. Pricing as per Zone (Para 3.4 above)
    - i. Discuss preliminary plan along with pricing strategy with stakeholders for an in-principal approval.
    - ii. Modifications to and incorporations to the PMAP
    - iii. Final Plan
    - iv. Notification of PMAP and uploading on Govt website.

**d. Implementation**

- i. After the notification of the PMAP, the Municipal Corporation shall hire a Parking Service Provider for the management, operations and execution of the PMAP as per the plan provisions and in accordance with the Parking Rules notified under this Policy.
- ii. The implementation shall be carried out by the Service Provider who shall also carry out the combined implementation of the entire PMAP.
- iii. Each PMAP shall have a single service provider who shall manage all on-street and off-street facilities and No Parking areas within the PMAP.
- iv. Municipal Corporation/ ULB shall authorize Parking Contractor to demobilize/ tow/ penalize for violation of Parking Rules exercising provisions under the Municipal Act. In case the provision is absent, a resolution to be passed with the Administrator or Standing Committee of Municipal Corporation to resolve to authorize the Parking Contractor for the same.
- v. Real-time monitoring of parking management system is mandatory.

- vi. PMAP is a pre-requisite to tendering of any public parking.
- vii. The approved PMAP shall be included in the Master Plan and the PMAP shall be reviewed once in every 5 years

### **3.7 Parking for differently abled persons**

Provision for parking for differently abled shall be made as per Bureau of India Standards, National Building Code of India of 2016, India Road Congress SP:12:2015 and Harmonized Guidelines and Space Standards for barrier free built environment for persons with disability and elderly persons, 2016 of Ministry of Housing and Urban Affairs, Government of India.

### **3.8 Parking Fund and Utilization of revenue**

The revenue generated from Parking shall be parked in a separate account head which shall be named Parking Fund. At least 50% of the revenue collected in the Parking Fund shall be utilized for the improvement of footpaths, cycle tracks or for purchase of public transport vehicles and for IT system of parking. The Parking Fund shall not be utilized for paying salaries of municipal staff but may be utilized for hiring of experts or consultants from time-to-time as and when required for the purpose of planning.

### **3.9 Parking License Fee**

Private land owners and Government agencies owning land may provide for Public Parking on their own land in accordance to the J&K Parking Rules -----.

### **3.10 Monitoring, Management and Enforcement of PMAPs**

Enforcement, with a combination of design, technology and manual means, is the key to the success of any PMAP. The system needs the following changes:

- a) Parking space markings, numbering and signage-plan to be approved and implemented as part of a comprehensive PMAP.
- b) Subsequently, Parking spaces must be marked physically on ground in public areas as well as through display of signage, for the benefit of both parkers and enforcers. The approved PMAP of the area should also be displayed near major entry/exit locations and at various visible locations within entire PMAP for transparency and public information.
- c) Penalty for illegal/wrong parking to be increased enough to be a deterrent: The Municipal Act of Jammu and Kashmir be used to enforce illegal parking on roads, footpaths and cycle tracks in UT of Jammu and Kashmir, as they are an impediment to the movement and safety of all road users and also emergency vehicles.
- d) Use of electronic ticketing/ penalty system for better enforcement and transparency is mandatory.
- e) **Monitoring and Public Information:** Parking lots, garages and on-street lots shall display total and real-time available parking spaces. CCTV cameras shall be installed to

make parking lots safe for women/ all users and monitoring. Parking help-booths to have monitoring personnel 24-hours.

- f) Municipal Corporation/ ULB shall authorize Parking Contractor to demobilize/ tow/ penalize for violation of Parking Rules exercising provisions under the Municipal Act. In case the provision is absent, a resolution to be passed with the Administrator or Standing Committee of Municipal Corporation to resolve to authorize the Parking Contractor for the same.
- g) **Use of Technology for real-time management:**The civic agency shall utilize latest technology for setting up parkingspaces such as/ or not limited to RFID tag, on-street meters, automated boom barriers, CCTVs,computerized parking slips with timers, VMS parking boards, mobile application, website, etc as per the latest technological innovations in the industry to improve real-time monitoring of parking management system. This will be implemented to assess parking demand; reduce monetary pilferage; reduceparking violation with parking meters; allow mobile payment; manage differential rates;inform users about parking availability. The technologies may be so designed to be userfriendly, provide direct usage and revenue reports to concerned government agencies toenable them to conduct audits.
- h) All public parking related information shall be integrated in with ICCC and shall maintain a real-time database of Parking with the GIS mapped databse of all on-street and off-street parking facilities. The database would also be updated with parking related information from all buildings that provide for parking.
- i) VAHAAN database shall be integrated with ICCC and utilized for Parking enforcement.
- j) Users shall be authenticated through Aadhaar/ Passport/ or any other valid Govt document.

### 3.11 Parking Pricing

- a) Parking charges shall be based on following:
  - 1. Parking Zone of the city
  - 2. Duration of Parking
  - 3. Size of Vehicle
  - 4. Day/ Night Parking
- b) As defined in the Guiding Principles, all Parking in the city shall be paid parking and priced as per the Parking Zone of the city.
- c) The parking pricing shall try to reflect the real-estate value of the location of the parking.
- d) The pricing shall be dynamic as per parking transaction and peak-hour/ non-peak hour demand variation, as far as possible.
- e) Parking charges shall be divided into half hour units or lesser. Ideal is that people pay for exactly the duration (calculated to seconds) they park for which may be possible with the use of technology. Authority is encouraged to utilize technology to the best possible means for transparency and ease of use.

- f) Parking Committee shall be constituted at Municipal Corporation and Municipal level who shall decide the pricing for the penalties. This shall be revised from time to time.

### 3.12 Organizational structure for the implementation of J&K Parking Policy

#### a) Constitution of Parking Committee at Municipal Corporation

S.No	Member	Designation
1	Municipal Commissioner Srinagar/ Jammu	Chairperson
2	SSP Traffic Srinagar/ Jammu	Vice-Chairperson
3	Vice Chairman- Development Authority Srinagar/ Jammu	Member
4	Chief Town Planning Officer Kashmir/ Jammu	Member
5	Joint Transport Commissioner	Member
6	Head of Parking Cell of the Municipal Corporation	Convenor
7	Any other co-opted Members as approved by the Chairperson	Member

#### b) Constitution of Parking Committee at ULBs

S.No	Member	Designation
1	Deputy Commissioner of the concerned district	Chairperson
2	Senior Superintendent of Police	Member
3	SSP Traffic	Member
4	District Town Planner	Member
5	Head of Parking Cell of the ULB Kashmir/ Jammu	Convenor
6	Any other co-opted Members as approved by the Chairperson	Member

#### Functions of the Parking Committee:

1. To review and notify Parking Zone.
2. To review and approve the delineation of PMA boundary, PMA Plans, and matters related to PMAPs. The Municipal Standing Committee to be appraised by the Chairperson in Standing Committee meetings of all the approvals provided and take the suggestions for incorporation.
3. To coordinate between departments for successful implementation of the Parking Policy
4. To review Parking Pricing of each Parking Zone on yearly basis.
5. The committee shall meet every six months and minutes issued.
6. Approval on the Utilization of Parking Fund, in accordance with Para 3.7
7. Review and approval of Parking License Fee on yearly basis.
8. Review and seek report from the Service Providers of Parking management system and take necessary action for any delinquency from time-to-time.
9. Recommend any necessary steps in Policy or in procedure to the Municipal Council for its approval.
10. Decide on penalties to be imposed for noncompliance of Parking Policy, Parking Rules and/ or Service Level Agreements.

c) Creation of **Parking Cell** at Municipal Corporation/ ULB

S.No	Official	Designation
1	Joint Commissioner	Head of Parking Cell
2	EE Level officer/ Town Planner	Director
3	AEE/ JE level officer/ Jr. Town Planner	Parking Executive
4	Transport Planner/ Urban Designer	Parking Executive
5	IT personnel	Parking Executive

**Functions of the Parking Cell:**

1. To delineate, survey and prepare PMAPs as per the provisions of this Policy
2. To prepare proposals for modifications/ alterations to the Parking Zone/ PMAP.
3. To hire consultants/ experts for preparation of PMAPs/ street design/ off-street parking design.
4. To propose to undertake PPP projects for improving parking revenues and better management of parking.
5. To enter into Agreements with Parking Management Service Providers
6. To monitor day-to-day performance of Service Providers hired for management of parking in the city.
7. To monitor IT functions and integration on a daily basis and monitor the proper functioning of the mobile application and website for ease of use of public.
8. To monitor contractual provisions of the Agreement and take necessary action on Service Providers for efficient management.
9. To present and appraise the Parking Committee from time-to-time and to convene the Committee meetings.
10. To undertake Centrally funded projects and initiatives and propose the utilization of the same, for the realization of the J&K Parking Policy framework.
11. To seek feedback from the citizens and propose measures of improvement of parking in the city.

**Annexure - I: Order of prioritization in planning for public space and location of Parking facilities**

1. On-street space need to be utilised for the general convenience of users in the following order of priority:
  - a) Movement space for pedestrians and cyclists and the differently abled
  - b) Movement and parking space for emergency vehicles
  - c) Multi-modal integration including bus-stops
  - d) IPT/ para-transit pick-up and drop-off especially near intersections, bus stops and high-footfall areas
  - e) Hawking/ vending zones
  - f) Cycle parking
  - g) Private vehicle pick-up and drop-off
  - h) Electric vehicles
  - i) Priced private vehicle parking (short term)
  - j) Overnight parking (esp. for buses, commercial vehicles, etc. on Arterial Roads)
  - k) Wherever required, on-street parking to be removed adequately to provide network connectivity as per MPD-norms – for efficient traffic dispersal (esp. from MLCPs).
2. Off-street at-grade space need to be utilised for the general convenience of users in the following order of priority:
  - a) Usable Green Open Space for sports/ recreation and local infiltration (no parks to be converted to parking);
  - b) Bus/ service vehicles/ commercial vehicles and IPT parking/ drop-off
  - c) Hawking vending zones near important nodes/ markets/ intersections, etc with proper shaded seating, etc.
  - d) Priced private vehicle parking
3. Multi-level parking/ stack parking facilities for private vehicles should be located so as to:
  - a) have a direct access/exit from/to at least two different major roads:
  - b) should be provided within existing open parking lots; within under-utilized buildings premises/ govt. office premises/ community plots/ new development projects/ etc. and not as standalone plots, since land is too valuable and required for more important uses like housing, parks, facilities, etc.
  - c) be priced lower than on-street parking facilities.