

TRIPURA GAZETTE



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GOVERNMENT OF TRIPURA URBAN DEVELOPMENT DEPARTMENT

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Dated, Agartala, the 1st June, 2025.

TRIPURA URBAN PARKING GUIDELINE, 2025

Tripura is undergoing rapid urbanization, accompanied by a significant rise in vehicular traffic, which has intensified congestion, pollution, and pressure on the state's limited transportation infrastructure. The existing public transport system is inadequate to meet growing mobility demands, resulting in an increasing dependence on private vehicles and para-transit services such as auto-rickshaws. This trend highlights the need for better urban transport and helps create more economic opportunities and improve people's quality of life.

A major manifestation of these systemic challenges is the growing burden of urban congestion and unregulated parking. Inadequate parking management—especially for two-wheelers, private cars, and e-rickshaws—frequently disrupts traffic flow along narrow roadways.

In response, the Government of Tripura hereby notifies the Urban Parking Guideline, 2025 as a foundational framework designed to address current challenges while providing a strategic direction for future parking management.

1. Definitions

- i. **Influence Zone** - Area within a radius of 500 m from the point of alighting at the transit station notified as Transit Node.
 - ii. **Intense or Core Zone** - Area within a radius of 250 m from identified as TOD Node.
 - iii. **Intermediate Public Transport (IPT)**: It refers to semi-formal modes of transport that fill the gap between formal public transit systems and private transport. These include shared auto-rickshaws, cycle-rickshaws, tempos, and e-rickshaws. IPT modes are typically demand-responsive, flexible in routing, and serve short to medium trip lengths.
 - iv. **MFZ (Multi-Functional Zone)**: A Multi-Functional Zone (MFZ) is a flexible-use street edge or corridor that can accommodate a range of functions, depending on the local context.
 - v. **MUZ (Multi Utility Zone)**: A Multi-Utility Zone (MUZ) refers to a designated portion of the street (usually part of the Right of Way) reserved for placing various utilities and amenities in an organized manner.
 - vi. **Non-Motorised Transport (NMT)**: It comprises all forms of transport that are human-powered.
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- vii. **Off-street Parking:** It refers to parking spaces within a building or a plot.
- viii. **On-street Parking:** It refers to demarcated parking spaces on the street.
- ix. **Parallel Parking:** It refers to the parking of a vehicle in such a way that longer side of the vehicle is parallel to the carriageway.
- x. **Park-and-ride:** A system in which people drive to a place where they can leave their personal motor vehicles and get on to a bus, a train, a tram and shared mobility.
- xi. **Right of Way (ROW):** The land width acquired for the road along its alignment, which includes the carriageway, shoulders, footpaths, and space for future widening, utilities, and roadside development.
- xii. **Shared mobility:** A transport system where commuters share a vehicle either simultaneously or as a personal rental, and in the process, share the cost of the journey. This may include sharing in auto-rikshaws and e-rikshaws.
- xiii. **TOD Corridor** - A TOD Corridor refers to a designated stretch of urban land along a mass-used transit route, such as a major public transport line or network, identified for focused development under Transit-Oriented Development Policy.
- xiv. **TOD Node** – Transit Nodes will be the junction points of arterial, sub arterial, & collector roads. It will be identified by the ULBs for TOD planning and implementation.
- xv. **TOD Zone** – It is a designated area around TOD nodes designed to promote high density walkable environment. It typically includes the transit nodes along the main transit route and its surrounding influence zone, encouraging mixed land use and pedestrian-friendly development to maximize public transport access, reduce vehicle dependency, and promote sustainable urban growth.

2. Objectives

The broad objectives of the Tripura Urban Parking guideline are:

- (I) Shift from existing parking norms to flexible and demand-based parking.
- (II) Shift from chaotic parking to well organized parking.
- (III) Shift from free parking to paid parking.

3. Achievables

To fulfil the above objectives, a total of five key action points have been identified, under the above said objectives.

(I)(a) Preparation of Area Level Parking Plans

The guideline proposes to achieve a systemic approach through preparation of area level parking plans for TOD zones.

- i. The Tripura Urban Planning & Development Authority would be responsible for the initial preparation of the draft Area Level Parking Plan.
- ii. The Tripura Traffic Police and the ULBs would be responsible for implementing the Area Level Parking Plans for all TOD zones in the urban areas of Tripura.
- iii. The Area Level Parking Plan will be made for all TOD zones and wards of urban areas of Tripura which shall include all types of parking such as off-street, on-street, park-and-ride, residential parking, etc. In all the parking spaces, provision shall be made for all vehicle types, including bicycles, IPTs, NMTs and shared mobility.
- iv. The Area Level Parking Plan shall also identify provision for transport vehicle parking for on-street loading and un-loading purpose in commercial areas.
- v. Area Level Parking Plan shall also identify and demarcate on-street parking spaces and bays. Some critical No-Parking zones, where safety hazard or restriction of emergency access may arise due to parking in undesignated areas, shall be demarcated on ground through appropriate physical design, signage and road markings as per IRC: SP: 12-2015, for the information of the public and for ease of enforcement.
- vi. For Off-Street parking, the Tripura Building Rules (2017) shall be followed.

(b) Shared Parking

Often, it is observed that certain off-street parking remains vacant at specific times of the day. This happens near schools, office buildings and residential areas. Other vehicles in that area are unable to use those parking spaces due to ownership and jurisdiction issues.

The ULBs along with TUDA will encourage sharing of parking space amongst different buildings and facilities which are in the same locality or proximity. For example, schools, hospitals, factories and banks have peak parking demand during weekdays while places like parks and malls have their peaks during weekends. Shared parking in the nearby areas will allow efficiency in terms of parking management and space allocation. This may happen with the mutual consent of both parties in writing.

(II) Streamlining On-street Parking

At present unregulated on-street parking is consuming prime and scarce road space in thriving business and commercial areas at the expense of safe pedestrian footpaths and other transit

supportive uses. Hence, it is critical to organise and manage on-street parking to not only ensure that parking does not impinge upon seamless vehicular and pedestrian circulation but to also free up scarce street space for sustainable, transit and NMT supportive uses. These frameworks are to be incorporated while making Area Level Parking Plans.

Framework to streamline on-street parking:

- a. **Regulating parking on congested streets and streets with high activity:** For high demand commercial areas or streets or zones, Multi Level Car Parking (MLCP) or common pooled parking areas should be proposed, based on the availability of land, within 250 m from major intersections lying within the commercial areas or streets or zones.
- b. **Regulating parking in residential areas:** In residential areas with a ROW between 9 and 15 meters, parallel on-street parking shall be permitted on one side of the road.
- c. **Parking along MUZ or MFZ:** All roads in urban areas of Tripura having sufficient ROW exceeding 18 m should provide designated parallel parking bays, pick-up and drop-off bays (according to **IRC: SP: 118:2018**) along MUZ and MFZ.
- d. **Parking of NMTs and IPTs for ROW between 12m to 18m:** All roads in urban areas of Tripura having a ROW between 12 m to 18 m, shall have one side parking on one side and pick-up and drop off zones on the other side for non-motorised transport (NMTs), Intermediate Public Transport (IPT) and shared mobility.
- e. **Alternative Parking Options:** In high-demand commercial zones or streets where land constraints prevent the development of Multi-Level Car Parks (MLCPs) or common parking areas; and where the ROW is insufficient (which is less than 12 m)—business owners and other stakeholders may establish cooperatives to identify and manage common parking spaces within a 250-meter walking distance from major intersections within the commercial area.
- f. **On-street parking should ensure that safety of road users is not compromised:** Maintaining unobstructed visibility is critical for safety at intersections and near pedestrian crossings. Clearance shall also be maintained at entry and exit points of emergency services.

(III)(a) User-charges for parking

Parking occupies valuable urban land that could be better used, especially in high-demand commercial areas. Providing free or underpriced parking ignores this opportunity cost and encourages excessive private vehicle use. To promote public transport and make efficient use of limited road space, parking should be subject to payment of adequate user-charges so as to reflect the true cost of land and ensure that the use of private vehicles remain less economical than sustainable public transport options.

Framework for user-charges for parking:

To encourage use of off-street parking and alleviate issues such as congestion, bottlenecks, and mobility inefficiencies associated with on-street parking, the following strategies shall be adopted:

- i. **User-charges for on-street parking shall be higher than off-street parking to move demand from on-street to off-street parking:** On-street parking shall have user-charges significantly higher upto 3 times more than off-street parking to discourage long-term on-street parking in areas around transit nodes.
- ii. **Differential user-charges based on location and demand:** Differential user-charges for various types of on-street parking is encouraged to spatially distribute the demand for parking across the urban areas. TOD zones having high level of activity and commercial zones or streets having higher vehicular congestion shall be subjected to higher user-charges for parking as opposed to lower activity and less congested areas, during peak hours.
- iii. **Short-Term and Long-Term parking strategy:**

To ensure efficient turnover and equitable use of space, parking shall be categorized as:

Short-Term Parking: Short term parking would mean parking for short duration typically, for 1–2 hours. User-charges for parking spaces shall be collected at hourly rates to promote quick re-allotment and discourage prolonged occupation of prime street frontage.

Long-Term Parking: Long term parking would mean parking for longer duration usually over 2 hours, to be accommodated primarily in off-street parking lots, multi-level car parks, or park-and-ride facilities at comparatively lower hourly or daily rates.
- iv. **Time-based user-charges structures:**

User-charges for on-street parking will increase progressively with time to disincentivize long stays in short-term zones. A slab-based rate or incremental hourly pricing is to be applied.
- v. **No-Parking Buffer Zones:**

Parking of any vehicle shall be strictly prohibited within 50 meters of any major intersection approaches, as per IRC: SP:12-2015. However, if there is sufficient ROW (above 18 m) available then pick-up and drop-off bays only for public busses, E-rikshaws and NMTs may

be designated along MUZ and MFZ, which should be located beyond 25 m from any major intersection.

vi. **Fines for Undesignated Parking:**

Any vehicle parked in undesignated spots shall be subject to fines and potential removal by enforcement authorities.

(b) **No-Parking zones & enforcement**

Strict No-Parking zones must be demarcated wherever applicable, to ensure safety and free movement of emergency and public vehicles. Violations in these zones will attract punitive actions under applicable laws.



(Abhishek Singh, IAS)
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