

**GOVERNMENT OF INDIA  
MINISTRY OF HOUSING AND URBAN AFFAIRS  
LOK SABHA**

**STARRED QUESTION NO. 292  
TO BE ANSWERED ON MARCH 12, 2026**

**SHORTAGE OF PARKING INFRASTRUCTURE**

**NO. 292. SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:**

**Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:**

- (a) whether the Government has assessed the growing shortage of parking infrastructure due to rapid increase in vehicles across metro cities and major urban centres, if so, the details thereof;**
- (b) whether a nationwide policy framework exists for development of multi-storey or automated parking facilities in metropolitan cities, if so, the details thereof along with the cities covered under such initiatives;**
- (c) the number of multi-level parking projects constructed, under construction and proposed to be constructed across the country during each of the last five years and the current year, city-wise;**
- (d) whether the Government has issued uniform guidelines to State Governments and Urban Local Bodies for scientific urban parking management, if so, the details thereof along with the status of their implementation; and**
- (e) whether multi-storey parking facilities are being integrated with metro rail stations, bus terminals and commercial hubs to reduce roadside congestion, if so, the details thereof?**

**ANSWER**

**THE MINISTER OF HOUSING AND URBAN AFFAIRS  
(SHRI MANOHAR LAL)**

**(a) to (e): A Statement is laid in the Table of the House.**

**STATEMENT REFERRED TO IN REPLY TO PART (a) TO (e) OF STARRED QUESTION NO. \*292 DUE FOR ANSWER IN THE LOK SABHA ON MARCH 12, 2026 REGARDING “SHORTAGE OF PARKING INFRASTRUCTURE”**

**(a) to (e): As per 12th Schedule of the Constitution of India, urban planning including parking infrastructure and parking management is the function of Urban Local Bodies (ULBs)/ Urban Development Authorities. Government of India supplements the efforts of the States through schematic interventions/ advisories. Parking demand varies with local factors such as economic profile, type of housing, and commercial activity; therefore, uniform national norms are not mandated and States/UTs prescribe parking requirements in their respective building bye-laws based on local conditions. The Government of India has, however, issued policy frameworks, advisories and model guidelines from time to time for improving urban transport planning, parking management and transit integration. These include the Indian Roads Congress (IRC) - Guidelines for Parking facilities in urban areas, 2015; National Urban Transport Policy (NUTP), 2006; the Urban and Regional Development Plans Formulation and Implementation (URDPFI) Guidelines 2014; the Model Building Bye-Laws (MBBL), 2016; the Metro Rail Policy, 2017; and the National Transit Oriented Development (TOD) Policy, 2017. These documents provide broad guidance on integrated land use and transport planning, scientific parking management, parking norms, and transit-oriented development.**

**The IRC-Guidelines for Parking facilities in urban areas, 2015 provides for Parking Policy Objectives and Guiding Principles, Parking Strategies, types of Parking, Parking Norms and Standards, space requirements and design layouts for different vehicle types, including cars, buses, trucks, three-wheelers and bicycles.**

**NUTP 2006 provides for making multi-level parking complexes a mandatory requirement in city centres that have several high-rise commercial complexes.**

**The MBBL, 2016 Chapter 3-Development Codes, Section 3.3, provides for parking standards and also permits stacked / multi-level / automated parking in appropriate developments.**

**The URDPFI Guidelines, 2014 Chapter 8 – Infrastructure Planning, provides planning norms and standards for urban infrastructure including parking requirements, norms for off-street parking facilities, and planning of multi-level parking structures in urban areas and commercial districts. The guidelines also emphasize integrating parking planning with land-use planning and urban transport systems.**

**The Smart Cities Mission (SCM) was launched on 25 June 2015. As of 19th December 2025, across the 100 selected cities, a total 8,064 projects amounting to ₹1,64,811 Cr were sanctioned. Under SCM as on 01.03.2026,**

**a total of 74 projects worth ₹2,481 Crore relating to “Multi-level Parking” were taken up in 42 cities, out of which 63 projects worth ₹2,140 Crore have been completed and remaining 11 projects worth ₹341 Crore are at implementation stage. The city-wise details of projects undertaken in SCM are enclosed as Annexure-I.**

**Atal Mission for Rejuvenation and Urban Transformation (AMRUT) was launched on 25 June 2015 in selected 500 cities (485 cities including 15 merged cities) and towns across the country. Non-motorised Urban Transport is one of the thrust areas of the AMRUT Mission that includes provision of pedestrian, non-motorized and public transport facilities, cycle tracks, parking spaces etc. Under this sector, the purpose is to bring down traffic congestion & to reduce pollution by switching to public transport or constructing facilities for non-motorized transport (e.g. walking and cycling). Against the total plan size of ₹77,640 crore, ₹1,436 crore (2%) has been allocated under this sector. 348 projects worth ₹1,022.27 crore have been grounded, of which works worth ₹986.06 crore have been physically completed. Out of these, 38 parking projects worth ₹282.99 crore have been grounded, of which works worth ₹256.57 crore have been physically completed. Details are enclosed as Annexure-II.**

**Under the Scheme for Special Assistance to States for Capital Investment (SSASCI) 2024-25 – Urban Planning Reforms by Ministry of Finance, so far, 18 public parking projects in 8 States/UTs have been incentivized. Details are enclosed as Annexure-III.**

**City-wise data on the number of multi-level parking projects constructed, under construction and proposed during the last five years is not maintained centrally by the Ministry of Housing and Urban Affairs. Such projects are implemented by the respective State Governments / UT Administrations / ULBs / development authorities based on their local necessities.**

**Further, the Metro Rail Policy, 2017 and the National TOD Policy, 2017 emphasize multi-modal integration and last-mile connectivity, including planning of park-and-ride facilities and parking infrastructure near metro stations, bus terminals and major activity centres. Accordingly, integration of parking facilities with metro rail stations, bus terminals and commercial hubs is undertaken by the concerned State Governments / UT Administrations / metro rail agencies / ULBs subject to feasibility and land availability.**

**\*\*\*\*\***

**ANNEXURE-I REFERRED TO IN REPLY TO PART (a) TO (e) OF STARRED QUESTION NO. \*292 DUE FOR ANSWER IN THE LOK SABHA ON MARCH 12, 2026 REGARDING “SHORTAGE OF PARKING INFRASTRUCTURE”**

**Parking Project taken up under Smart City Mission**

Sl. No.	City Name	Total Projects		Completed Projects		At implementation stage	
		No. of Projects	Cost of Projects (In Cr ₹)	No. of Projects	Cost of Projects (In Cr ₹)	No. of Projects	Cost of Projects (In Cr ₹)
1	Ahmedabad	3	222	3	222	-	-
2	Ajmer	1	14	1	14	-	-
3	Aligarh	1	50	1	50	-	-
4	Amritsar	1	46	-	-	1	46
5	Atal Nagar	2	86	2	86	-	-
6	Bareilly	1	14	1	14	-	-
7	Belagavi	1	7	-	-	1	7
8	Bengaluru	1	23	-	-	1	23
9	Bhopal	1	141	1	141	-	-
10	Bhubaneswar	2	76	2	76	-	-
11	Bilaspur	3	61	2	46	1	16
12	Chandigarh	1	38	1	38	-	-
13	Coimbatore	1	42	1	42	-	-
14	Dharamshala	2	32	1	8	1	24
15	Faridabad	1	17	1	17	-	-
16	Gangtok	3	214	3	214	-	-
17	Gwalior	1	100	-	-	1	100
18	Indore	1	12	1	12	-	-
19	Itanagar	1	18	1	18	-	-
20	Jabalpur	3	23	3	23	-	-
21	Jaipur	3	43	3	43	-	-
22	Jammu	1	202	1	202	-	-
23	Jhansi	1	25	1	25	-	-
24	Kanpur	2	103	2	103	-	-
25	Kohima	2	80	2	80	-	-
26	Lucknow	1	17	1	17	-	-
27	Madurai	1	42	1	42	-	-
28	Nagpur	1	25	-	-	1	25
29	New Town Kolkata	1	178	1	178	-	-
30	Pimpri-Chinchwad	1	5	1	5	-	-
31	Raipur	2	34	2	34	-	-
32	Salem	4	44	4	44	-	-
33	Shillong	2	37	-	-	2	37
34	Shimla	2	82	1	72	1	10
35	Srinagar	1	102	1	102	-	-
36	Thiruvananthapuram	4	72	4	72	-	-
37	Tiruchirappalli	1	6	1	6	-	-
38	Tirunelveli	6	61	6	61	-	-
39	Tirupati	1	53	-	-	1	53
40	Udaipur	4	16	4	16	-	-
41	Varanasi	1	17	1	17	-	-
42	Vellore	1	0	1	0	-	-
	<b>Grand Total</b>	<b>74</b>	<b>2,481</b>	<b>63</b>	<b>2,140</b>	<b>11</b>	<b>341</b>

*(As reported by States/UTs as on 01.03.2026)*

**ANNEXURE-II REFERRED TO IN REPLY TO PART (a) TO (e) OF STARRED QUESTION NO. \*292 DUE FOR ANSWER IN THE LOK SABHA ON MARCH 12, 2026 REGARDING “SHORTAGE OF PARKING INFRASTRUCTURE”**

**PARKING PROJECTS TAKEN UP UNDER AMRUT:**

<b>Sl. No.</b>	<b>State/UT</b>	<b>No of Projects Taken Up</b>
<b>1</b>	<b>Gujarat</b>	<b>9</b>
<b>2</b>	<b>Himachal Pradesh</b>	<b>5</b>
<b>3</b>	<b>Jammu and Kashmir</b>	<b>5</b>
<b>4</b>	<b>Karnataka</b>	<b>3</b>
<b>5</b>	<b>Kerala</b>	<b>12</b>
<b>6</b>	<b>Ladakh</b>	<b>2</b>
<b>7</b>	<b>Mizoram</b>	<b>2</b>
	<b>Total</b>	<b>38</b>

**ANNEXURE-III REFERRED TO IN REPLY TO PART (a) TO (e) OF STARRED QUESTION NO. \*292 DUE FOR ANSWER IN THE LOK SABHA ON MARCH 12, 2026 REGARDING “SHORTAGE OF PARKING INFRASTRUCTURE”**

**PARKING PROJECTS TAKEN UP UNDER SSASCI:**

<b>Other States</b>		
<b>#</b>	<b>State</b>	<b>No. of projects</b>
<b>1</b>	<b>Andhra Pradesh</b>	<b>2</b>
<b>2</b>	<b>Assam</b>	<b>2</b>
<b>3</b>	<b>Chhattisgarh</b>	<b>2</b>
<b>4</b>	<b>Kerala</b>	<b>2</b>
<b>5</b>	<b>Maharashtra</b>	<b>3</b>
<b>6</b>	<b>Telangana</b>	<b>1</b>
<b>Total</b>		<b>12</b>

<b>North-Eastern and Hilly States</b>		
<b>#</b>	<b>State</b>	<b>No. of projects</b>
<b>1</b>	<b>Meghalaya</b>	<b>2</b>
<b>2</b>	<b>Uttarakhand</b>	<b>4</b>
<b>Total</b>		<b>6</b>