



ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ

ಅಧಿಕೃತವಾಗಿ ಪ್ರಕಟಿಸಲಾದುದು
ವಿಶೇಷ ರಾಜ್ಯ ಪತ್ರಿಕೆ

ಭಾಗ - ೪ಎ Part - IVA	ಬೆಂಗಳೂರು, ಬುಧವಾರ, ೧೨, ಆಗಸ್ಟ್, ೨೦೨೬ (ಶ್ರಾವಣ, ೨೧, ಶಕವರ್ಷ, ೧೯೪೮) BENGALURU, WEDNESDAY, 12, AUGUST, 2026 (SHRAVANA, 21, SHAKAVARSHA, 1948)	ನಂ. ೭೦೪ No. 704
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GOVERNMENT OF KARNATAKA

No.UDD 230 MNU 2026 (P)

Government of Karnataka
Vikasa Soudha,
Dr. B.R.Ambedkar Veedhi,
Bangalore, Dated:11-08-2026.

NOTIFICATION

The draft of the Greater Bengaluru Authority (Parking) Rules, 2026, which the Government of Karnataka proposes to make in exercise of the powers conferred by section 314 of the Greater Bengaluru Governance Act, 2024 (Karnataka Act 36 of 2025), is hereby published as required by sub-section (2) of section 314 the said section, for the information of all persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration after the expiry of thirty days from the date of its publication in the official Gazette.

Any objection or suggestion which may be received by the state Government from any person with respect to the said draft before the expiry of the period specified above will be considered by the State Government. Objections and suggestions may be addressed to the Additional Chief Secretary to Government, Urban Development Department, Vikasa Soudha, Dr. B.R. Ambedkar Veedhi, Bengaluru - 560 001.

DRAFT RULES

1. Title, commencement and application.-These rules may be called the Greater Bengaluru Area (Parking)Rules, 2026.

(2) They shall come into force from the date of their final publication in the official Gazette.

(3) They shall be applicable to the Greater Bengaluru Area as declared under section 3 of the Greater Bengaluru Governance Act, 2024.

2. Definitions.-(1) In these rules, unless the context otherwise requires,-

(a) “Abandoned vehicle” means unclaimed vehicles left unattended on public road, footpath or a public parking lot, exceeding the duration as may be notified by the Greater Bengaluru Authority or Police;

(b) “Act” means the Greater Bengaluru Governance Act, 2024 (Karnataka Act 36 of 2025);

(c) “Chief Commissioner” means the Chief Commissioner of the Greater Bengaluru Authority appointed under section 10;

(d) “GBA” means Greater Bengaluru Authority;

(e) “High Density Corridor” means arterial roads having high traffic movement, including high frequency of bus movement and pedestrian movement;

(f) “Parking Operator” means any agencies appointed by city corporation or a Transit Agency for the purpose of providing public parking services, either on-street or off-street or both;

(g) “PCU” means Passenger Car Unit as specified in guidelines of Indian Road Congress 106 1990 or other such latest publication of Indian Road Congress (IRC) guidelines;

(h) “Peak Hour” means periods of time in a day where traffic movement on roads are higher than average and such peak hours as may be notified by the Police;

(i) “Public Parking” means any parking facility, on-street or off-street that is available for use to any general public for a specified fee;

(j) “Residential Parking” means any parking that occurs by person accessing his residence, typically in the vicinity of their residence;

(k) “Transit Agencies” means agencies operating transit services in the Greater Bengaluru Authority limits like Bengaluru Metro Rail Transport Corporation Limited, Bengaluru Metropolitan Road Transport Corporation, the Rail Infrastructure Development Company (Karnataka) Limited, K-RIDE, etc.; and

(l) “Vacant plot owner” means owner of vacant (un-built) plots of residential or commercial or industrial land use.

(2) All other words and expressions used but not defined in these rules shall have the same meaning as assigned to them in the Act.

3. Review and revision of the Area Parking Plans.-(1) The city corporations shall be responsible for preparing, updating and maintaining area parking plans for their jurisdictions, in consultation with Directorate of Urban Land Transport Authority, clearly indicating on-street parking provisions and public off-street facilities in strict compliance with the directives of the approved Parking Policy for Bengaluru. The city corporations shall revise

the Area Parking Plans once in every two years or often if need be to respond to the changing demand for parking in different areas within their jurisdiction.

(2) The city corporations shall constitute a Parking Task Force to monitor the preparation of area parking plans, identify parking areas and oversee the implementation of parking plans, comprising of the following members, namely:-

- (i) The Commissioner of the city corporation – Chairperson;
- (ii) An officer of the Bengaluru traffic police not below the rank of Deputy Commissioner of Police, having jurisdiction within the city corporation limits – Ex-officio Member;
- (iii) All Regional Transport Officers having jurisdiction within the city corporation limits – Ex-officio members; and
- (iv) Executive Engineer of the Traffic Engineering Cell (TEC) of the city corporation –Member-Convenor.

(3) Area Parking Plans and any revisions of the plan shall be submitted for review of the Directorate of Urban Land Transport or Bengaluru Metropolitan Land Transport Authority to verify compliance with the objectives and directives of the Parking Policy and the Comprehensive Mobility Plan for Bengaluru, before approval of the plans. The Chief Commissioner shall be the competent authority for according approval to the plans in consultation with the Bengaluru City Police. The approved area parking plans shall be notified by the Commissioner of Police under section 117 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988) and sub rule (6) of rule 221A of the Karnataka Motor Vehicles Rules, 1989.

(4) The Area Parking Plans approved by the Chief Commissioner, shall be binding on the city corporation to implement and operate the parking infrastructure in accordance with the plan. The Parking Task Force shall monitor the implementation of the Area Parking Plans and operation of parking services within its jurisdiction.

4. Creation of parking supply by city corporations.- City corporations shall enhance the supply of organized parking for vehicles in public places through following means, namely:-

- (i) develop and organize parking on street, where it is feasible after ensuring adequate space is left for footpaths, bus bays etc. as specified in rule 6;
- (ii) develop off-street parking on lands owned by city corporations as specified in rule 7;
- (iii) lease lands from vacant plot owners for development of parking facilities as specified in rule 8; and

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- (iv) permit vacant plot owners or aggregators of vacant plots to provide parking services as specified in rule 9.

5. Creation of parking supply around metro stations, major bus stations and sub-urban rail stations.- (1) Transit agencies operating in GBA jurisdiction shall provide off-street parking facilities on land available with them, especially at peripheral areas and interchange stations to encourage commuters to park and ride. Such facilities shall also be allowed for other public, who may not use transit services, to park their vehicles.

(2) To encourage use of transit for commuting by utilizing park-and-ride, the Transit Agencies may provide lower pricing for parking for park-and-ride users as compared to the parking fee levied to non-transit users. Such parking fee collection by transit users and non-transit users shall be achieved using technology like issuing of integrated ticketing for parking and transit, etc.

(3) Transit agencies shall, to the extent possible, develop multi-level parking facilities with or without mechanized options as feasible to maximize the parking capacity within the available space.

(4) Transit agencies shall operate such parking facilities on public-private-partnership basis by procuring services of the professional parking operators who manage parking through use of fool-proof technology as specified in the approved parking policy for Bengaluru.

(5) Transit agencies shall disseminate in real-time information on parking availability and prevailing parking rates through their portal and/or APP for consumption of public and also share data on parking capacity, prevailing parking rates and real-time utilization of parking spaces with the Greater Bengaluru Authority, Bengaluru Traffic Police (BTP), Bengaluru Metropolitan Land Transport Authority and any other agencies identified by the Government, so that such information shall be made available by the GB through a common parking portal for consumption of public and to aid GBA, Bengaluru Traffic Police (BTP) and Bengaluru Metropolitan Land Transport Authority in assessment of future parking needs.

6. Develop and organize on-street parking.- (1) City corporations shall develop on-street parking on roads, which are designated by them as arterial, sub-arterial and Collector roads in accordance with the approved Area Parking Plans and in compliance with the on-street parking regulations as specified in rule 11.

(2) The city corporations shall engage services of the professional Parking Operators through an open tender process to provide on-street parking services and manage parking lots and associated parking signage and information systems in a fool-proof manner. The city corporations shall

obtain performance bank guarantee from the parking operator and such bank guarantee shall not be less than ten percent of the annual estimated parking revenue. Performance guarantee shall be renewed annually until the end of the concession period.

(3) The Greater Bengaluru Authority shall issue guidance to the city corporations by issue of notification of the minimum qualification for an agency to qualify as a potential Parking Operator, minimum annuity (lower ceiling) expected from Parking Operator to the city corporation, criteria for short-listing the Parking Operator, minimum specifications of technology to be adopted for parking operations and other key terms and conditions to be followed by the city corporations for procuring services of parking operators.

7. Develop off-street parking on land owned by city corporations.- (1) City corporations shall provide off-street parking facilities on unutilized land available with them. The following types of lands may be utilized, namely:-

- (i) unused lands of the city corporation and the Government land;
- (ii) un-allotted civic amenity sites;
- (iii) multi-level parking shall be integrated with the corporation properties as and when such properties are taken up for re-development (e.g. shopping complexes, markets, stadiums, utility buildings etc.); and
- (iv) temporary surface parking facilities may be developed on land under litigation, until such matters are resolved in the court of law for quickly scaling the parking capacity to meet immediate needs.

(2) City corporations shall prioritize development of multi-level parking facilities with or without mechanized options as feasible to maximize the parking capacity in the available space. The development and operations of off-street parking facilities shall be taken up preferably on public-private partnership basis involving a professional Parking Operator with revenue sharing between operator and the city corporation as per the norms specified by the Chief Commissioner.

(3) The city corporations shall disseminate real-time information on parking availability and prevailing parking rates through their portal and/or APP for consumption of public and also share data on parking capacity, prevailing parking rates and real-time utilization of parking spaces with the Greater Bengaluru Authority, BTP, BMLTA and other agencies identified by the Government, so that such information can be made available by the GBA through a common parking portal for consumption of public and to aid GBA, Bengaluru Traffic Police (BTP) and Bengaluru Metropolitan Land Transport Authority in assessment of future parking needs.

8. Lease lands from vacant plot owners for development of parking facilities.-(1) City corporations may lease land from the owners of vacant plots, designated for residential or commercial or industrial land use, within their jurisdiction by entering into an agreement with such plot owners and incentivize

such landowners as specified in rule 10. Services of a professional parking operator shall be obtained by the city corporation for development and operations of parking facility on the leased land.

(2) The city corporations shall lease vacant plots that are adjoining a connector road or higher order road of not less than 12m width, to ensure that there is adequate road capacity for traffic accessing or egressing the parking lot.

(3) The agreement with vacant plot owners shall clearly define the following terms, namely:-

- (i) duration for which the lease is provided;
- (ii) types of parking facilities that are permitted by the plot owner (surface-level parking with minimum IT infrastructure or Multi-level Car Parking (hereinafter referred as MLCP) with concrete structure or mechanized parking with steel frame structure etc.); and
- (iii) Rent to be paid by the city corporation to the vacant plot owner.

(4) The rent to be paid to the vacant plot owner shall be determined by the city corporation based on guidance value, parking capacity that can be accommodated in the plot, proximity to arterial roads etc. The minimum rent applicable for different areas and yearly escalation in rent permitted shall be notified by the Chief Commissioner, from time to time.

(5) Minimum duration of lease to be entered with vacant plot owners shall be based on the type of parking infrastructure agreed for development on the plot as follows:-

- (i) minimum three years lease period for surface level parking;
- (ii) minimum ten years lease for a mechanized parking; and
- (iii) minimum fifteen years lease for a MLCP built as concrete structure.

(6) Upon ending of the lease period, if the plot owner does not intend to extend the lease of the plot for parking operations, the city corporation shall hand over the land or plot in the condition at the time of leasing the land and remove any structures that have been built by the city corporation or its agencies within thirty days of the end of the lease period.

9. Permit vacant plot owners or aggregators of vacant plots to provide parking services.- (1) City corporations may permit vacant plot owners or a third party aggregator who has leased land from vacant plot owners to operate parking services out of those vacant plots. These vacant plots may be of residential or commercial or industrial land use. The city corporations may incentivize vacant plot owners to provide parking services out of their land as specified in rule 10.

(2) Permits for public parking operations shall be issued to a vacant plot owner or a third party aggregator subject to the following conditions, namely:-

(i) access road for entering such plots should be not less than 9m width, and such plots providing a parking capacity of 15 PCUs or more shall be adjoining a collector or a higher order road of not less than 12m width;

(ii) vacant plot owners shall provide proof of ownership of the plot and an undertaking that he shall provide parking services in the plot for at least one year;

(iii) third party aggregators shall provide a legal lease agreement signed with all the plot owners of the vacant land with a clear understanding that the land shall be utilized for public parking purposes. Such lease agreements shall be valid for at least one year when seeking a permit;

(iv) the permit conditions issued to a vacant plot owner or a third party aggregator shall emphasize that the city corporations shall not be liable for any damages to the property or to the vehicles operating out of such parking lots;

(v) permit shall not allow any other commercial establishments to be operated out of such plots, and the plots shall be utilized only for parking purposes; and

(vi) the permittee shall share data on parking capacity, prevailing parking rates and real-time utilization of parking spaces with the Greater Bengaluru Authority, BTP, BMLTA and any other agencies identified by the Government, so that such information can be made available by the GBA through a common parking portal for consumption of public and to aid GBA, Bengaluru Traffic Police (BTP) and Bengaluru Metropolitan Land Transport Authority in assessment of future parking needs.

(3) Vacant plot owner or a third party aggregator may engage services of a professional parking agency to operate parking services and the parking charges levied for parking shall be as per the rates as may be notified by the Chief Commissioner.

10. Incentivising development of off-street parking.-(1) City corporations shall exempt the vacant plot owners (private and public agencies), who utilize their vacant plots for providing off-street public parking from payment of property taxes and service charges, in part or full as specified in the table below, under section 153 until the duration for which the plot is being used for public parking services.

Sl. No.	Type of parking provided on vacant plots	Property tax and service charges exempted
1	MLCP/mechanized parking of upto 200 PCU capacity, but not less than 30 PCU capacity	Hundred percent of the applicable property tax and service charges shall be exempted.
2	Surface-level parking of not less than 15 PCU capacity	Property tax and service charges shall be assessed as a vacant plot and fifty percent of the applicable property tax and service charges shall be exempted.

(2) In addition to property tax exemption, the vacant plot owners or the thirdparty aggregators and their parking operators shall be exempted from obtaining trade license, as permits shall be issued in lieu of trade license.

(3) To avail the property tax exemptions, the vacant plot owners shallfulfil the following conditions, namely:-

(i) parking services shall have been provided from such plots for at least two hundred and fifty days in the taxable year;

(ii) parking services shall be operated for atleast twelve hours in a day;

(iii) Parking capacity shall not be less than 15 PCU after leaving twenty five percent of the plot (in case of surface-level parking) and shall not be less than 30 PCU in case of MLCP or automated or mechanised parking after leaving forty percent of built-up area (for MLCPs) for circulation of vehicles; and

(iv) parking lots should have attained an average occupancy of thirty percent of the total capacity in a year.

(4) The city corporations shall put in place technology-based fool-proof process for issuing permits to the vacant plot owners and third party aggregators and for disbursement of incentives. Information pertaining to issue of permits and disbursement of incentives must be digitally traceable and such data shall be available for audit of the Greater Bengaluru Authority.

11. Restriction of on-street parking.- (1) The city corporation exercising powers under section 202 shall prohibit parking on the main carriageway of arterial roads identified as high density corridors by the Greater Bengaluru Authority.

(2) Parking during peak hours shall be prohibited on stretches of select arterial roads as identified by Greater Bengaluru Authority, other than those arterials where parking is prohibited under sub-rule (1), and as may be notified by the Bengaluru Traffic Police.

(3) All public parking, except residential parking, when allowed shall be charged as specified in these rules and as may be notified by the Chief Commissioner.

(4) Parking of vehicles on streets near junctions shall be restricted, whether indicated through signage or not, to ensure that no obstruction to movement of traffic, conflict between pedestrians crossing at junctions and parked vehicles or to avoid compromised sight distance at junctions, as follows:-

(i) atleast 100m on arterial and sub-arterial roads from a signalized junction;

(ii) atleast 50m on other roads from a signalized junction;

- (iii) atleast 25m on arterial, sub-arterial and connector roads from any unsignalized junction;
- (iv) atleast 10m on other roads from any un-signalized junction; and
- (v) bus stops shall be at least 75m away from junctions.

(5) Parking of vehicles on streets shall be prohibited 25m on either side of a bus stop, access points to bus stations, railway stations and parking areas of metro and sub-urban rail stations.

(6) Parking of autorickshaws, taxis and any other hired services shall be prohibited 25m on either side of a metro or sub-urban rail station and bus station entry or exits. Only pickup or drop-off (stoppage vehicles not exceeding five minutes) shall be allowed only at pick-up or drop-off points designated as such by city corporations, indicated through signage and/or pavement markings.

(7) On-street parking shall be strictly prohibited within an area around an off-street public parking lot to encourage motorists to use off-street lots for parking. Such areas where on-street parking is prohibited shall be determined by the city corporations by assessing the parking demand in the area and the parking capacity provisioned in the off-street lots. Accordingly, 'No-parking Roads' shall be notified around the off-street parking lots by the Commissioner of Police, Bengaluru City.

(8) On-street parking shall be strictly prohibited within 150m vicinity of the metro station or suburban station boundary initially to ensure roads around these stations are walkable. All the corporations shall identify the road stretches falling within 150m of metro stations and sub-urban stations in their jurisdiction and such identified roads shall be notified as 'No-parking Roads' by the Commissioner of Police, Bengaluru City. On-street parking prohibitions shall be incrementally increased up to 500m in due course after assessing the parking demand and supply in the area by the city corporations and when off- street capacity in that area is developed.

(9) Auto stands shall not be provided on the main carriageway of arterial and sub-arterial roads. Auto stands may be designated on connector and local streets having low traffic flow without obstructing movement of pedestrians or encroaching footpath space, as identified by the city corporation and approved by the Parking Task Force. Auto stands identified by the city corporation (with location and length) shall be notified by the Commissioner of Police under section 117 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988).

(10) Parking of vehicles shall be strictly prohibited on footpath, on pedestrian crossings, on streets adjacent to ramps on footpath as it compromises safety of pedestrians and hinders pedestrian circulation. Bicycles may be allowed to park only at specific locations on footpath provided a clear unobstructed space of 2m is available for walking and when

such cycle parking spaces are designated and indicated through signage or pavement marking or where cycle stands are provided by the city corporation.

(11) The restrictions specified under this rule shall be notified by the Commissioner of Police under section 117 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988).

12. Residential parking on-street.- (1) Owners of residential buildings shall make adequate provision within their premises for parking of vehicles of their household and/or tenants in compliance with the building bye-laws.

(2) Residential parking on streets other than arterial and sub-arterial roads may be allowed only for owners of those vehicles issued with a residential parking permit in accordance with sub rule (4) by the city corporation for a fee as specified in rule 13.

(3) On roads identified as collector roads by the city corporation, residential parking may be permitted provided a minimum space of 6 m is available for circulation of traffic and a minimum of 1.8m of clear walking space is available as footpath on both sides of the road, even after a vehicle is parked. On local roads, a minimum space of 4 m shall be available for circulation of traffic and a minimum of 1.8m of clear walking space shall be available as footpath atleast on one side, after a vehicle is parked.

(4) Residential parking permits may be issued against a vehicle and a name associated with that vehicle number only for those such residents living in residential buildings that are not in violation of minimum parking requirements specified in the building bye-laws. Any permits issued to a resident shall be valid for not more than one year and may be renewed every year by the city corporation after verifying that the beneficiary continues to reside in the area. A residential parking permit issued to an individual shall be valid for parking their vehicle on roads designated for residential parking that are within a walkable distance from the location of their residence as may be specified through notification by the Chief Commissioner, from time-to-time. If a permit holder parks his vehicle outside the permitted area then it shall be considered as a violation.

(5) The Chief Commissioner shall issue regulation or notification on the uniform procedure to be followed by the city corporations for issuing residential parking permits and addressing of grievances pertaining to permits as per the guidance enshrined in the Parking Policy 2.0 for Bengaluru and in compliance with these rules. City corporations may issue permits as per the regulations or notification issued by the Greater Bengaluru Authority.

(6) The Commissioner of the city corporation shall designate Marshalls or any other employee of the corporation as public servant under section 354 to verify validity of the permits of vehicles parked in residential areas and notify violations to the jurisdictional police for enforcement as specified in rule 16.

13. Pricing for parking.-(1) No public parking shall be free of charge, except for bicycle parking and for autorickshaws parked in autorickshaws stands.

(2) Parking fee for non-residential parking shall be levied based on the type of location where the parking lot lies and the minimum parking fee to be levied shall be, as follows:-

Road Category	Minimum on-street Parking fee (hourly rates)		Minimum Off-street Parking Fee (hourly rates)		Minimum Monthly Off-street Parking Fee (per month)*	
	Two-wheelers	LMV	2-wheelers	LMV	2-wheelers	LMV
C	Rs.20	Rs.40	Rs.10	Rs.20	Rs. 1000	Rs. 2000
B	Rs.30	Rs.60	Rs.15	Rs.30	Rs. 1500	Rs. 3000
A	Rs.40	Rs.80	Rs.20	Rs.40	Rs. 2000	Rs. 4000

-Fifty percent of monthly off-street parking fee can be charged for those utilizing off-street parking only during night-time parking **from 8pm to 8am.**

(2) The city corporations shall suitably determine and notify non-residential streets where parking is provided as A, B or C category roads for levying of appropriate parking fee as mentioned in the table above and such categorization shall be based on the type of commercial activity prevalent adjoining the road. For example, commercial road which predominantly attracts people from across the city may be categorized as A; those commercial roads that attract people from the surrounding neighbourhoods may be categorized as B; and other commercial roads mostly catering to locally may be categorized as C.

(3) As on-street parking is limited and to ensure that on-street parking is available to many users for short-duration needs, parking on-street for duration greater than two hours shall be discouraged by exponentially increasing parking rates beyond two hours of usage especially when other off-street parking options are available in the vicinity.

(4) Differential parking fee by time-of-day (i.e. peak parking hours and non-peak parking hours) may be levied on-street to manage parking demand effectively. When differential parking fee is implemented on-street, the minimum and maximum fee for a given parking lot shall not vary by more than fifty percent (i.e. 1.5x) and such rates shall be notified

by the city corporations and clearly informed to users through the parking portal, APP and signage at the parking lots. Differential parking fee shall not be changed dynamically in real-time with change in demand.

(5) The city corporation may collect a residential parking permit fee from those residents using public roads for residential parking. The permit fee shall not be less than rupees fifteen thousand per year for small cars (hatchback), rupees twenty thousand per year for sedan cars and rupees twenty five thousand per year for Sports Utility Vehicles (SUVs). The Chief Commissioner shall notify the permit fee in accordance with these rules. Additionally, the city corporation may levy an administrative fee for issuing residential parking as per the rates fixed and notified by the Chief Commissioner, from time to time.

(6) Minimum parking fee specified above for non-residential and residential parking shall be periodically increased based on demand and supply as determined by the city corporations in compliance with these rules and such increase in parking charges shall be notified by the Chief Commissioner.

(7) Parking operators providing public parking services prior to the commencement of these rules may revise the parking fee in accordance with these rules and as notified by the city corporations, provided contracts with the existing parking operators allow for upward revision of parking fee.

(8) Parking charges collected by any agency at all public parking locations shall be carried out in a fool-proof manner using digital technology and such digital data on fee collection shall be made available to the city corporations and Greater Bengaluru Authority, everyday for auditing purposes.

14. Authorization of parking operators to enforce parking.- All parking operators, operating public parking facilities (on-street and off-street) governed under these rules, shall be deemed as public servant under section 354 and shall be entrusted with the powers to issue violation notices to vehicle owners for parking violations and collect fees or fines or charges related to parking violations. The city corporations shall authorize the parking operators through notification to tow or clamp vehicles that are in violation of parking rules within their jurisdiction.

(2) The city corporations shall mandate and authorize the parking operators for monitoring parking violations within their facility and an area or jurisdiction around the parking facility as identified by the city corporation, depending on the capacity created by the operator.

(3) The parking operators shall be mandated to maintain and operate towing vehicles for towing any such vehicle found to be in violation of parking in their jurisdiction (parking lot and area around the parking lot as specified in these rules). The parking operators shall carry their ID cards and shall clearly record a video of violation, including the number plate of the vehicle, before towing any vehicle. Such recordings of video shall be maintained by the parking operator for a minimum period of three months. The towing operations by parking operators shall be overseen by the Bengaluru Traffic Police.

(4) The parking operator shall tow the violating vehicle to their parking lot or to a nearby holding area, if parking lot is full. The parking operator shall levy towing charges and collect fines for violation of parking, other penalties as per the rates notified by the Chief Commissioner. The towing charges shall be retained by the parking operator and fines or penalties shall be remitted to the city corporation.

(5) Vehicles parked on road in violation of these rules shall be charged a fine of rupees five hundred for cars and rupees three hundred for two-wheelers. Vehicles parked on footpath shall be levied a fine of rupees one thousand for cars and rupees six hundred for two-wheelers.

15. Enforcement of No-Parking by Police.-(1) Enforcement of No-Parking outside of the designated parking lot, including enforcement of residential parking (ensuring that only permitted vehicles with a valid residential parking sticker are allowed to park) shall be carried out by the Traffic Police under the provisions of the Motor Vehicles Act, 1988 (Central Act 59 of 1988).

(2) The Traffic Police may levy fines, tow or clamp vehicles and may suspend license of repeated violators of parking rules as notified by the Commissioner of Police, Bengaluru City under the Motor Vehicles Act, 1988 (Central Act 59 of 1988).

16. Enforcement of parking provision in commercial buildings.-(1) The city corporation shall ensure that commercial buildings provide parking space within their premises under the sanctioned plan and as specified in the building bye-laws.

(2) When a commercial establishment is found to generate parking demand beyond the parking capacity available in the building or premises where the establishment is operating, such establishments shall provide proof of off-street space leased or owned by them in the vicinity for accommodating the expected parking demand and furnish details with documentation of location leased for parking, capacity of parking leased etc.

17. Grievance redressal.- The city corporations shall establish a grievance redressal mechanism for receiving and resolving issues with

respect to parking management, disbursement of incentives, etc. The grievance redressal processed by all the city corporations under the Greater Bengaluru Authority shall be monitored periodically by the Chief Commissioner.

18. Penalty for dereliction of services by parking operators.- (1) The City Corporation and Transit Agencies shall penalize parking operators who do not manage parking lots or enforce parking as specified in these rules. Penalties shall be deducted from the performance guarantee submitted by the parking operator.

(2) A minimum penalty of rupees hundred per available car parking capacity and rupees fifty per available two-wheeler parking capacity and as may be notified by the Chief Commissioner, from time to time shall be levied per day for dereliction of services by the parking operator.

19. Penalty for violations in parking provision at commercial buildings and establishment.- (1) A fine of not less than one thousand rupees per week for deficient parking space (difference in parking as per sanctioned plan and actual usable parking space provisioned) and as may be notified by the Chief Commissioner under section 322 shall be levied by the city corporation. The city corporations may further revoke the occupancy certificate of such commercial buildings which have not provided parking space as per the sanctioned plans or have utilized such spaces for purposes other than parking and have not corrected the same within three months of issue of notice or fining by the city corporation.

(2) The city corporation shall levy a fine of not less than rupees five thousand per week or as may be notified by the Chief Commissioner, under sections 320, 321 and 322 for violation of sub-rule (2) of rule 17 by commercial establishments and may further revoke the trade license of commercial establishments when owners of such establishments fail to furnish proof-of-parking to meet the expected parking demand as specified under sub-rule (2) of rule 17, within the time specified by the city corporation.

20. Establishing and maintenance of separate account.- (1) The City corporation shall maintain a separate bank account for depositing of parking fee, parking fines and any other fees imposed on the parking operator.

(2) The city corporation shall prepare an annual action plan for utilization of the accumulated parking fee solely for the purposes of upkeep of parking lots, enhancing monitoring and enforcement of parking, improving footpath, cycle track, bus stops or shelters, operations of buggies from multi level car parking (MLCP) to surrounding areas, and any other mobility proposals that would reduce parking demand in the area.

(3) The action plan shall be submitted to the Greater Bengaluru Authority for approval and implementation of such plans shall be monitored by the Authority.

(4) The accounts of the same will be audited from State Audit and Accounts Team of GBA in regular intervals.

21. Transitional provisions for concessionaires operating parking prior to the notification.- (1) These rules shall not be applicable for concessions entered into with parking operators prior to the notification of these rules. Any extension to the existing contracts with the parking operators, where such contracts are not compliant with these rules, shall not be given after the notification of the rules.

(2) Where considered necessary by the respective city corporation, the parking fees or rates applicable to existing parking contracts, concessions, or tenders may be revised to align with the provisions of these rules. Such revision shall be undertaken only by mutual agreement between the city corporation and the concessionaire, in accordance with the terms and conditions of the respective contract.

(3) Consequent to the revision of parking fees or rates, the revenue-sharing arrangement may also be revised in accordance with the contractual provisions, ensuring that the interests of both the city corporation and the concessionaire are not adversely affected.

(4) In the event of any dispute, interpretation, or decision regarding the implementation of this provision, the decision of the respective city corporation shall be final and binding on the concessionaire.

(5) After the concession period of existing parking operators expires, this rule shall be applicable to any new concessions or extension of existing concession period with a parking operator and the terms and conditions of concession agreement shall be compliant with these rules.

By order and in the name of
the Governor of Karnataka

(Lakshmisagar N.K.)
Under Secretary to Government
Urban Development Department
(GBA & BCC-1)