



Draft

General Parking Control (Management)

Bye-laws 2025

Navsari Municipal Corporation

(To regulate public parking places under the GPMC Act, 1949)

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Abbreviations

ALPP	Area Level Parking Plan
ANPR	Automatic Number Plate Recognition
CCTV	Closed-Circuit Television
GPMC Act	Gujarat Provincial Municipal Corporation Act
HCV	Heavy Commercial Vehicle
IPT	Intermediate Public Transport
IRC	Indian Road Congress Codes
IT	Information Technology
LCV	Light Commercial Vehicle
RoW	Right of Way
RTO	Regional Transport Office
TEO	Traffic Enforcement Officer
TP Act	Gujarat Town Planning and Urban Development Act, 1976
TPIC	Traffic and Parking Implementation Cell
NMC	Navsari Municipal Corporation
ZLTF	Zonal level task force

1 Introduction

1.1 Background

Navsari, located at 20.95°N and 72.93°E, lies at an average elevation of 9 meters (29 feet) above sea level. Positioned in southern Gujarat near the Purna River, the city is just a few kilometers from the river's delta, which flows westward into the Gulf of Khambhat. Strategically situated along the Golden Corridor, Navsari lies immediately south of Surat, forming a key urban node within the Surat–Navsari Twin City Region. The city enjoys robust connectivity to major towns across Gujarat and neighbouring states through well-established rail and road networks.

As of January 1, 2025, **Navsari was formally upgraded from a municipality to a Municipal Corporation**, with its jurisdiction expanded to include nearby four peripheral villages such as **Eru, Hansapore, Dantej and Dharagiri**, bringing the total area under the Navsari Municipal Corporation (NMC) to approximately **58.06 square kilometres**.

The city's **population, estimated at around 4,50,000**, is steadily increasing, accompanied by rapid urban expansion into formerly rural areas. This expansion has created rising demand for well-planned infrastructure, improved traffic circulation, and enhanced mobility and parking management within the municipal limits.

According to data published by the **RTO, Government of Gujarat**, the number of registered vehicles in Navsari has grown significantly over the past decade, with the total vehicle count surpassing **[2,52,01,084 as of 2019]**, marking an increase of 5.5% compared to the previous year and **56%** over the last ten years. This continued vehicular growth underscores the need for structured, technology-enabled parking and mobility planning.

A total of four Town Planning Schemes, covering a combined area of 8.48 sq. km, have been sanctioned for the Navsari Municipal Corporation area, all of which are currently under implemented. These schemes promote planned and integrated urban development by incorporating well-designed road networks, open spaces, public amenities, and optimized land use patterns. This initiative represents a significant move from organic urban growth toward a more structured and sustainable urban expansion, guided by form-based planning principles.

Unregulated **on-street parking in Navsari's Mota bazaar road, lunsikui road and commercial streets**—particularly around the station area, vegetable markets, and main arterial roads—has led to congestion, reduced road capacity, and compromised pedestrian safety. The lack of clearly

designated parking zones, standardized signage, and data-driven fee structures has further exacerbated inefficiencies in parking management.

Where parking charges are levied, **collection and enforcement remain inconsistent**, and most off-street parking facilities lack digital monitoring or integration with the broader mobility management system. This absence of unified oversight hinders transparency, revenue collection, and equitable use of public space.

Currently, **parking enforcement is primarily handled by the Traffic Police**, focusing on towing, clamping, and imposing fines for violations. To complement these efforts, the **Navsari Municipal Corporation (NMC)** is in the process of **issuing comprehensive parking management bye-laws**. These bye-laws aim to establish a transparent, enforceable, and technology-integrated framework for parking regulation across the city, thereby promoting orderly traffic movement, improved pedestrian safety, and enhanced urban livability.

1.2 Parking related regulations

As per the Section 458 of the Gujarat Provincial Municipal Corporation Act of 1949 (“**GPMC Act**”), the Municipal Corporation is empowered to prepare bye-laws for the following matters:

- Clause **(9A)**: *“the provision and maintenance of parking space and loading and unloading space, for buildings erected or re-erected in such locality or for such use as may be specified.”*
- Clause **(36)**: *“Securing the protection of public parks, gardens, public parking places and open spaces vested in or under the control of the Corporation from injury or misuse, regulating their management and the manner in which they may be used by the public and providing for the proper behavior of persons in them (and the levy of fees therein).”*

These bye-laws are in conjunction with the powers of the Traffic Police to enforce and collect fines under the Bombay Police Act and the Central Motor Vehicles Act. These bye-laws shall be framed under sub-section 36 of section 458 which is mentioned above.

2 Title, Extent and Commencement

- 1) These bye-laws may be called the “General Navsari Municipal Corporation Parking (Control) Management Bye-Laws, 2025”.
- 2) They extend to the entire jurisdiction of Navsari Municipal Corporation.

- 3) They shall come into force on the date of publication in the official gazette under Section 461(1), GPMC Act, 1949 which reads,

“No bye-law made under section 458 shall have any validity unless and until it is confirmed by the State Government.”

3 Key objectives

- 1) Ensure parking supply (on-street and off-street) is adequate and appropriately distributed.
- 2) Plan shift of supply of parking to off-street and minimize on-street parking supply to free up scarce street space for transit and pedestrian movement.
- 3) Reduce traffic disruptions from illegal or unmanaged parking that blocks roads, impedes emergency access, or damages pedestrian movement.
- 4) Generate transparent revenue to maintain infrastructure, enforce rules, and continuously improve the system.
- 5) Align parking policy with broader urban planning, mobility, non-motorised transport, and future growth of Navsari as a municipal corporation.
- 6) Use technology to improve transparency, enforcement, and user experience.
- 7) Inclusive and equitable access to parking supply especially for special categories such as people with disability.
- 8) Generate revenue which can be utilized for O&M of parking of space and/ or for other mobility related initiatives.
- 9) Encourage sustainable, green mobility and EV adoption.
- 10) Encouraging efficient and equitable behaviour through permit systems, differential pricing, and designed parking zones.

4 Definition

In these bye-laws, unless there is anything inconsistent with the context or meaning

- **“Act”** means the Gujarat Provincial Municipal Corporation Act, 1949;
- **“Additional Charge”** shall have the meaning specified in these By-laws.
- **“Bus Stop/Station”** means a facility provided for passengers using public transport to board and alight from the public transport vehicle;
- **“City”** means the city of Navsari;
- **“Corporation”** or **“Navsari MC”** means Navsari Municipal Corporation;
- **“Cycle Track”** means a segregated lane earmarked exclusively for use of bicycles;
- **“Dead Vehicle”** means vehicles which have not been used for driving for more than 90 days or in non-usable condition;
- **“Emergency Vehicle”** means a vehicle used for emergency purposes including but not limited to transporting patients to hospitals, fire engines on duty, police vehicles on duty and other vehicles on relief and rescue work;
- **“Footpath”** means a type of thoroughfare that is intended for use only by pedestrians and not for other forms of traffic such as motorized or non-motorized vehicles;
- **“IRC”** means the Indian Road Congress Codes;
- **“Impound Lot”** is a specific area identified by Navsari MC to park vehicles that are towed away for parking / traffic rule violations;
- **“Motor Vehicle”** includes an automobile, bus, truck, motorcycle, motor assisted bicycle, motor scooter and any other vehicle propelled or driven other than by muscular power;
- **“Multi-level Parking”** is an off-street parking facility on one or more levels;
- **“No Parking”** means all spaces/places which are not designated for parking or declared as no parking by Municipal Commissioner.

- **“Non-Use Vehicle”** means vehicles which have not been used for driving for over a period of 96 hours;
- **“Off-Street Parking”** means a lot of parking in a place that is not on street and may be in a private/public domain or in a multi-level/surface parking facility;
- **“On-Street Parking”** means the act of parking on the street or road in an area specifically designated for parking;
- **“Park”** or **“Parking”** means the act of leaving or stationed a motor vehicle in a designated space as declared by the Corporation for some limited duration of time;
- **“Private Property Area”** means an area where most of the properties are of private ownership and not under government ownership;
- **“Parking Area”** means an area, enclosed or unenclosed, covered or open, which is sufficient in size to park vehicles and includes any driveway connecting them with a street or alley and permitting ingress or egress of vehicles;
- **“Parking Charges”** are charges collected by the Corporation from users for parking in a designated area;
- **“Parking Permit”** means a permit given by Navsari MC to users to park vehicles in designated areas for specific period after pre-payment of fees set by the Navsari MC;
- **“Restricted Parking Area”** shall mean a street or part of a street or place / area designated by this bye-law for the purposes of restricted parking like time/day/lane etc.
- **“Right of Way”** or **“RoW”** means the entire area between property edge to property edge that is in the public domain and including features of carriage way, footpath, street furniture, median, traffic signals, cycle tracks, designated parking, etc.;
- **“Shared Parking”** is the same parking space shared by more than one user on mutually agreeable terms;
- **“TP Act”** Means the Gujarat Town Planning and Urban Development Act, 1976 (President Act No. 27 of 1976).

- **“Traffic Enforcement Officer”** or **“TEO”** means the authorised person by Navsari MC or employs of Navsari MC to carry out parking enforcement activities under this bye-law.
- **“Area Level Parking Plan (ALPP)”** means a zone-level management plan for on-street and nearby off-street parking.
- **“Monthly Pass”** means an access permit for frequent users issued for designated common parking plots.
- **“High Parking Demand Area”** means an area identified by the TPIC where demand significantly exceeds supply.
- **ANPR** - Automatic Number Plate Recognition systems used for monitoring entry/exit, violation detection
- **Green Vehicle / EV** means Battery electric, plug-in hybrid, hydrogen, bio-fuel vehicles (as per State / Central definition)
- **Transit hub means** Significant public transport node (e.g. main bus stand, intercity bus terminus)

All other words and expressions used in these Parking Bye-laws which are defined in the Act shall have the same meaning as respectively assigned to them in the Act.

5 Jurisdiction

- All highways and parts of highways
- All lanes or alleys in public RoW
- All public rights-of-way and public streets or roads
- On-street parking managed by Navsari MC.
- Off-street municipal parking lots/multi-level parking garages.
- Private parking facilities used by public or licensed for public parking.
- Parking related to new building developments.
- Transit hubs, markets, hospitals, commercial areas under this bye-law.
- Private property area if specifically noted in the rules for temporary period as and when declared by the Municipal Commissioner.

6 Standards

The Corporation shall ensure that all areas for on-street and off-street parking, including parking areas under bridges and flyovers, parking lots in municipal plots are clearly marked so that they can be easily identified.

Specifically, the following standards shall be followed:

- 1) On-street parking spaces shall be designed as per IRC:SP:12-2015;
- 2) Boundaries of all spaces for On-Street Parking will be marked as per IRC:35-1997 and IRC:35-2015;
- 3) Signage clearly marking “parking” and “no-parking” areas shall be marked as per IRC:67-2001 and IRC:67-2012;

7 Traffic and Parking Implementation Cell (TPIC) - Duties and Responsibilities

- 1) The Municipal Commissioner shall form a “Traffic and Parking Implementation Cell” within Navsari MC. It shall be headed by a technical officer of the rank of Class-1 or above.
- 2) A team of TEOs of the rank of Deputy Engineer/ Assistant Engineer / Junior Engineer / Supervisor or any other rank shall be appointed and shall report to the or concerned higher official as notified by the Municipal Commissioner.
- 3) Towing vehicles and/ or clamps shall be procured/ hired by Navsari MC;
- 4) All cases of parking violations in Navsari MC area shall be monitored by TPIC through frequent surveys;
- 5) The authority to tow away and/ or clamp vehicles which violate parking norms shall rest with the TPIC /TEO;
- 6) In case of clamping, the vehicle shall be unclamped after the correct additional charge has been paid to Navsari MC;
- 7) In case of towing, the vehicle shall be shifted to the nearest impound lot/ or other notified land and released after the correct additional charge has been paid to the Navsari MC;
- 8) All records and database shall be maintained by the TPIC to identify all violations and take appropriate actions as decided by the Municipal Commissioner or Competent Authority.
- 9) Private agencies can be appointed through transparent and competitive bidding process for collection of fees, penalties, towing and no parking charges in the city under the supervision of authorised officer appointed by the Municipal Commissioner or Competent Authority.

8 Procedure

The Municipal Commissioner may authorise Traffic and Parking Implementation Cell to carry out the duties and responsibilities for the purpose of these bye-laws on his behalf. The procedures and

requirements for the Corporation to enforce parking by-laws in the City shall include the following:

- 1) The Municipal Commissioner or an officer authorised by the Municipal Commissioner may determine places where motor vehicles may stand either all time or for a specified period of time and may determine the places at which public service vehicles may stop for a longer time than necessary for the taking up and setting down of passengers.
- 2) The places for parking of different kinds of vehicles and the fee shall be published in local newspapers and Navsari MC website.
- 3) The Municipal Commissioner or an officer authorised by the Municipal Commissioner may designate area/places for on-street/off-street parking purpose within the city limit.
- 4) The Municipal Commissioner or an officer authorised by the Municipal Commissioner may declare “no-parking” areas/places for smooth flow of people and vehicles.
- 5) The Municipal Commissioner or designated officers by the Municipal Commissioner may prescribe parking permits primarily in residential areas, neighbourhoods or whichever other area he/she may think fit for issuing such parking permits. The fees of the parking permits shall be decided by the Municipal Commissioner from time to time based on the general traffic condition of the city. He/ she shall have the power to refuse or revoke such parking permits.
- 6) Any vehicle users can park their vehicle at residential place, workplace or any other place which are designated for parking purpose. These places may be owned by different people. The Municipal Commissioner or designated officer by the Municipal Commissioner may authorise shared parking between multiple owners on production of mutually agreeable terms given in writing, provided each of the parties has a right to share that parking space.
- 7) On-street and off-street parking charges shall be decided by the Municipal Commissioner from time to time.

- 8) On-street parking shall be discouraged around or adjoining roads or areas near multi-level parking or designated off-street parking. This area shall be decided by the Municipal Commissioner and can be changed as and when required, unless otherwise specified.
- 9) Duration of on-street and off-street parking shall be decided by the Municipal Commissioner, from time to time.
- 10) In the event a motor vehicle is left at rest in any public place in such a way as to cause or likely to cause danger, obstruction or inconvenience to others, such vehicles can be towed away or clamped by the Navsari MC.
- 11) The Municipal Commissioner shall determine the fee and additional charge
- 12) The charges for towing and the additional charge shall be borne by the owner of such motor vehicle. If any motor vehicle is stationary, abandoned or left unattended in any place other than a duly designated parking place in such a way as to cause obstruction to traffic or danger to any person or creating a traffic hazard, TEO or duly appointed or authorised staff may:
 - i. Forthwith cause the vehicle to be moved under its own power or otherwise to the nearest place where the vehicle will not cause undue obstruction or danger;
 - ii. Unless it is moved to a position where it will not cause obstruction or danger or hazard, cause to be taken all reasonable precautions to indicate the presence of the vehicle;
 - iii. In case of “Non-use Vehicle” the vehicle has been stationary, abandoned or left unattended in parking or no parking area for a continuous period of 96 hours, TEO shall tow away the vehicle to 'impound lot' and then inform the police for further action;
 - iv. In case of “Dead Vehicle” lying stationary, abandoned or left unattended in private or public place for more than 90 days, TEO shall tow away the vehicle to 'impound lot' and then inform the RTO officer or police for further action.
- 13) Officer in-charge of a parking place and TEOs shall be issued identity cards by Navsari MC.
- 14) The Municipal Commissioner may amend these parking bye-laws as and when required.

- 15) For vehicles that are required to be towed away, the TEO shall implement the following actions:
 - i. Take photographs on a camera to explain the nature of violation and as proof of the violation in the prescribed format;
 - ii. Record the licence plate number in prescribed format and the nature of violation;
 - iii. Record the amount of additional charges to be collected in the prescribed format;
- 16) Navsari MC shall not be responsible for any damage to the parked or towed/ clamped vehicle.
- 17) Any road less than 12 m shall not be permitted to have parking. A 12 m road shall have parallel parking on one side of the road only. The side shall be finalised based on the day of the week. The same shall be placed on each side.
- 18) Navsari Municipal Corporation will follow additional guidelines to define no parking areas. These include:
 - i. Prohibition of parking for at least 75 m from all junctions
 - ii. Prohibition of parking at least 10 from all zebra crossings
- 19) Regulation of IPTS parking
 - i. Navsari shall have designated on-street parking spots for taxis and auto rickshaws. These spaces shall be specifically demarcated by Navsari MC. No IPTS parking shall be provided near junctions. No charges shall be recovered from IPTS for using these spaces. Other vehicles shall not be permitted to park in these areas. IPTS shall not be allowed to park in spaces designated for other vehicles.
 - ii. Higher priority shall be given for IPTS parking in areas within 300m from transit stations. Any IPT parking in an undesignated area shall be liable for appropriate parking charged or suitable measures as defined by the Competent Authority
 - iii. Marking of IPT parking near commercial and transit hubs such as malls, market areas, bus terminals, railway stations, etc. shall be prioritized. Such parking spots shall be restricted for use by auto rickshaws and city taxis.
- 20) Managing freight

- i. Freight vehicle parking shall be allowed only in demarcated zones. In order to ensure efficient utilization of street capacities, freight parking shall be limited to specific hours of the day, which shall be declared by Navsari MC.
- ii. In the first phase, Navsari MC shall outline streets on which movement of heavy freight vehicles shall be completely restricted.

9 Implementation plan

The contents of the by-laws may be implemented through the following plan:

Preparation of area level parking plan (ALPP)

As the parking demand of a locality is derived from the total parking inventory available, parking management and planning interventions should be formulated at the area or zone level rather than being limited to individual roads or isolated parking sites. This bye-law proposes to achieve a systematic approach through preparation of an area level parking plan for various zones of Navsari.

- 1) The civic body shall prepare the ALPP in coordination with the Traffic Police for all zones of Navsari.
- 2) The ALPP shall include all types of parking like off-street, on-street, park-and-ride, residential parking, etc. In all the parking lots provision shall be made for all vehicle types, including bicycles, and shared mobility.
- 3) ALPPs shall also identify provision for transport vehicle parking as necessary in all zones and also for on-street loading and un-loading zones in commercial areas.
- 4) ALPP should differentiate on-street parking into 2 categories: Commercial and Residential for the purpose of facilitating paid parking system.
- 5) ALPP shall identify and demarcate on street parking lots.
 - i. Some critical No-Parking zones, where safety hazard or restriction of emergency access may arise due to illegal parking, shall be demarcated on ground through appropriate physical design, signage and road markings as per IRC: SP: 12-2015 for the information of the general public and for ease of enforcement
 - ii. 10% reserved parking for green vehicles at designated municipal parking sites
- 6) ALPPs should also identify location of signage, access control and provide other necessary inputs for parking management at identified parking lots
- 7) Zonal level task force (ZLTF) shall be formed headed by Deputy Municipal Commissioner or other competent authority designated by the Municipal Commissioner.
- 8) The zonal level task force shall comprise representatives from:

- i. Traffic Police
 - ii. RTO
- 9) ZLTF shall review, approve and implement ALPP for their respective zones.
- 10) ZLTF shall revise the ALPP every 3 years.

9.1 Fees and additional charges

Fees

- 1) The Municipal Commissioner may define fees for the designated Parking Areas in the City. The parking fees can vary depending on the type of vehicle, location, time of the day, duration, demand and type of parking etc.
- 2) Parking fees shall be displayed at appropriate locations in the City.
- 3) The Municipal Commissioner can modify the fees from time to time as required
- 4) Free / Grace Periods - Grace period of first 15 mins for drop/pick-ups, especially in commercial or transit zones.
- 5) Pricing may be higher on-street as compared to off-street parking to move demand from on-street to off-street. This will help eliminate congestion, bottle necks, delay and reduced mobility efficiency arising from on-street parking, especially in core city areas.
- 6) Pricing may also vary as per the duration, to discourage abandonment of vehicles for long hours. The detailed charges are placed as Annexure 1 to this bye-law.
- 7) Monthly parking pass may be formulated for the benefit of regular users at a subsidised rate. The monthly parking pass may be calculated as price of 10-hour parking for a given vehicle category for 25 day/month
- 8) Charges in case of abandonment or parking exceeding 48 hours.
 - i. Parking longer than 48 hours may be charged up to twice the normal off-street price,
 - ii. Parking beyond 96 hours without necessary prepaid tickets may be treated as abandonment of vehicle for necessary action by traffic police
- 9) No charges shall be levied for parking of bicycles (and pedal assisted electric bicycles) at spaces designated for bicycle parking.

10) No charges shall be levied on handicapped modified vehicles

Additional charge

Whoever contravenes any provision of these Bye-laws shall be liable to pay additional charges for parking in violation of these Bye-laws which includes following specific situations but not limited to:

- 1) A motor vehicle parked in an area other than the designated area of parking.
- 2) A motor vehicle is parked on the footpath;
- 3) A motor vehicle is parked in an area clearly identifiable as a Bus Stop/Station;
- 4) A motor vehicle is parked in a manner that obstructs entry and exit to public and private properties;
- 5) A motor vehicle is parked on a cycle track;
- 6) A motor vehicle is parked in a manner that obstructs the smooth flow of traffic;
- 7) A motor vehicle is parked either completely or partially on a zebra crossing;
- 8) The additional charges that shall be payable for parking in violation of these by- laws shall be as follows:

Vehicle type	Additional charges
2-wheeler	To be decided by Municipal Commissioner from time to time through a circular or publication
3-wheeler	
4-wheeler	
HCV	
LCV	

9.2 Mode of payment

Challans shall be issued to persons who violate parking rules. These challans can be in the form of e-challans also. Offenders shall have the option to pay in cash/ digital mode to the TEO, or in the event the vehicle is towed away, then to pay in cash/ digital mode at the impound lot, where the vehicle is parked. Options for payment on the spot through debit and credit cards or mobile

applications shall be made available. Receipt is mandatory to be issued against the payment. Strict action shall be taken in case of non-compliance in this matter.

9.3 Adoption of IT

A small unit may be set up within the Corporation to incorporate technology solutions for effective parking management.

- 1) Parking booking - Portal and mobile app to see available parking slots and book. This could also include payment of fee.
- 2) Digital payment options - Allow parking fees / permits to be paid via UPI, mobile wallets, QR code, etc. and issue receipts digitally.
- 3) SMS/ WhatsApp alerts – On booking of parking lot, permits, payments and other services
- 4) Enforcement mobile app – To be given to TEO and other designated officers to issue tickets or mark violations, upload photos with GPS
- 5) Digital permit system – Portal and mobile app to issue and manage resident/business parking permits
- 6) CCTVs and control room – Install CCTVs, especially in congested areas.
- 7) Grievance redressal – Helpline toll free number and WhatsApp number for grievance registration and provide update
- 8) Automatic Number Plate Recognition (ANPR) – Use in off-street facilities, car parks for entry/exit, fee calculation, overstay detection. Can also be used to detect validity of permits.
- 9) Other smart technologies
 - i. Parking Sensor and its relevant technology: Technologies such as sensors and CCTV cameras detect available parking spaces and direct drivers to the most convenient spot via digital signage such as LED-displays or VMS parking boards.
 - ii. RFID tag with automated boom barriers: On selected categories of vehicles, the method of RFID tag with automated boom barriers can also be tried out for issuing parking tickets. When a vehicle wants to check out, authentication is done by

analysing check-in details. The drivers will be notified about the availability of parking lots at the entrance itself.

- iii. On street metering: A parking meter is a device used to collect money in exchange for the right to park a vehicle in a particular place for a limited amount of time. A computerised parking slip will be generated along with the remaining time. Parking meters can be used by municipalities as a tool for enforcing short-term parking.
- iv. Lock based System: A parking reservation lock is installed in front of the parking space. When it goes up, it can block space from being occupied. When the parker arrives at the site, he opens the mobile app, the matching code is verified, and the barrier can go down automatically. After the car leaves, the barrier will go up automatically.

9.4 Disposal of unclaimed vehicles

- 1) Vehicles towed away for parking violations shall be kept at an impound lot. Navsari MC shall designate spots/areas in the city as 'Impound Lot' where the towed away or unclaimed vehicles shall be parked. In case towed vehicle is not claimed by owner after paying the fixed charge, a demurrage charge as decided by the Municipal Commissioner per month shall be applied for a maximum period of 3 months. In case, vehicle is not claimed by owner/concern person or default in payment charges within 3 months, then the vehicle shall be disposed of by the Designated authority through following due process. Navsari MC shall publish a detailed list of unclaimed vehicles in the local newspaper for the purpose of the final call. If there is no claim within 15 days from publication of the notice in newspaper, the Municipal Commissioner shall make a resolution to direct the RTO officer and police officers to provide ownership of such unclaimed vehicles in favour of the Navsari Municipal Corporation. The Municipal Commissioner shall establish the valuation committee, which consists of valuation experts, a police officer, an RTO officer, a Navsari MC officer, or any 'member decided by the Municipal Commissioner' as members for the purpose of unclaimed vehicle's

valuation. The valuation committee shall decide the fair price of the vehicle on the basis of its condition and relevant parameters. Based on that valuation, the designated authority shall dispose of such unclaimed vehicle(s) through the auctioning process.

9.5 Parking permits

The Municipal Commissioner or designated officer by the Municipal Commissioner shall declare specific areas in Navsari to be under 'Parking Permits' as the need arises. Vehicle owners residing or working in such areas shall approach the Concern office of Navsari MC to obtain their parking permits. This may be for on-street or off-street parking. They shall be asked to fill in an application form with the street name or place and deposit the fees in force at that point of time. Documents related to proof of residence and proof of vehicle ownership will need to be submitted along with the application form. Against payment of permit fees, the residents shall receive a valid permit and a specially designed sticker with a unique ID to be prominently displayed on the vehicle. If vehicles are found parked in such designated areas by the TEO without a permit, they shall be charged for violation of by-laws as decided by the Municipal Commissioner. The TEOs shall have real time access to check the permit validity and authenticity during site visits. The following clauses shall be applicable to all the parking permits:

- 1) All parking permits shall remain valid for a given address and shall cease to be valid when the address is changed. The Corporation may set an upper limit of one parking space per residence.
- 2) Parking permits will not be applicable for premium roads/place during specific time duration which will be decided on case-to-case basis depending on the activities along the road and need of Navsari MC.
- 3) There will be higher parking permit charge for defaulters.
- 4) Navsari MC is not responsible for any damage to the vehicle.
- 5) The decision of the Municipal Commissioner for granting or denying a parking permit shall be final and binding on all.

9.6 Sharing parking

- 1) Navsari MC shall encourage sharing of parking space amongst different buildings and facilities within the proximity of each other. Shared parking in the nearby areas will allow efficiency in terms of parking management and space allocation. The concept of sharing parking shall succeed with the mutual consent of both parties and subject to a “no objection” from the president/ chairman/ secretary of the premises in context with the parking policy.
- 2) TPIC will make online platform in which the owner, who want to share the parking lot/space; have to register in mutual agreement with terms. A nominal amount should be paid as a fee as decided by municipal commissioner / Ahmedabad Municipal Corporation.

10 Exemptions

The provisions of these bye-laws shall not apply to:

- 1) Authorized Emergency Vehicles where the operator is engaged in the performance of their duties;
- 2) Vehicles which are exempted, permit would be issued by Navsari MC and/or traffic police for various purposes and for specific period of time.

11 Appeal

If a person is not satisfied with the procedure and fine imposed:

- 1) He shall have the right to appeal to the (Traffic)/ Dy MC/ Head of ZLTF within 14 days of the offence.
- 2) The Director (Traffic)/ Dy MC/ Head of ZLTF shall make a decision within 15 days of receiving such appeal.

1. Annexure 1

The table below shows parking charges for on and off-street parking in high demand and normal areas:

On street parking – Normal areas					
	0 – 3 hours	3 – 6 hours	6 – 9 hours	9 – 12 hours	12 – 24 hours
3-wheelers	20	25	35	45	60
Cars	25	30	45	60	80
LCV	35	50	70	90	110
HCV	60	100	150	200	250

On street parking – High demand areas					
	0 – 3 hours	3 – 6 hours	6 – 9 hours	9 – 12 hours	12 – 24 hours
3-wheelers	25	30	45	65	80
Cars	30	40	40	90	110
LCV	40	60	80	110	130
HCV	90	110	165	250	300

Off street parking – Normal areas				
	0 – 6 hours	6- 12 hours	12 - 18 hours	18 - 24 hours
3-wheelers	15	25	35	45
Cars	20	30	45	60
LCV	30	50	70	90
HCV	50	100	150	200

Off street parking – High demand areas				
	0 – 6 hours	6- 12 hours	12 - 18 hours	18 - 24 hours
3-wheelers	20	30	45	65
Cars	25	40	60	90
LCV	35	60	80	110
HCV	75	110	165	250

On and Off- street parking – All areas					
	0 – 3 hours	3 – 6 hours	6 – 9 hours	9 – 12 hours	12 – 24 hours
2-wheelers	10	15	20	25	40

Note: For more than 24 Hours, parking charges shall be computed based on the additional duration of parking as increment from 0. Bicycles and Handicapped Modified Vehicles shall not be charged for parking.