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No. NHIII/P/37/77

*Dated the 1st August, 1979*

To

All State Governments/Union Territories,  
(Depts. dealing with National Highways)

Subject : Construction of pick-up bus stops on National Highways in rural (non-urban) areas

I am directed to say that certain guidelines regarding the construction of pick-up bus stops on National Highways were issued earlier by this Ministry *vide* letter No. WI-1 (19)/59 dated the 21st Decem-

ber, 1959. According to these instructions, the State Governments were required to examine each proposal, and if it conformed to the stipulations contained in the above letter, the same was to be sent to this Ministry along with their recommendations and a draft of the lease deed to be executed between the party concerned and the Govt of India.

2. The above instructions have been reviewed by the Ministry and in supersession thereof, it has been decided to authorise the State Chief Engineers themselves to accord permission for the construction of the pick-up bus stops on National Highways, provided the conditions set out in the Annexure are satisfied. It has also been decided that no lease deed need be executed for the use of National Highway land for the purpose.

3. When any permission is accorded in accordance with the conditions in the Annexure, a copy of the approval letter along with a copy of the letter from the bus stop agency accepting the stipulated design, terms and conditions etc. should be forwarded to the Ministry for information and record.

4. Cases where the stipulated conditions are not satisfied, should not be approved, but the bus stop agency asked to make the necessary modifications. After modification, such cases can be dealt with as in para 2 above.

5. All proposals where it is not practicable to fulfil the stipulated conditions, but the Chief Engineer recommends certain relaxations, may be referred to the Ministry for final decision with reasons for relaxation. Till a final decision is reached, the State Govts. should not enter into any commitment with the bus stop agency.

6. It is requested that the contents of this circular may be brought to the notice of all concerned officers in your Department dealing with National Highways.

ANNEXURE

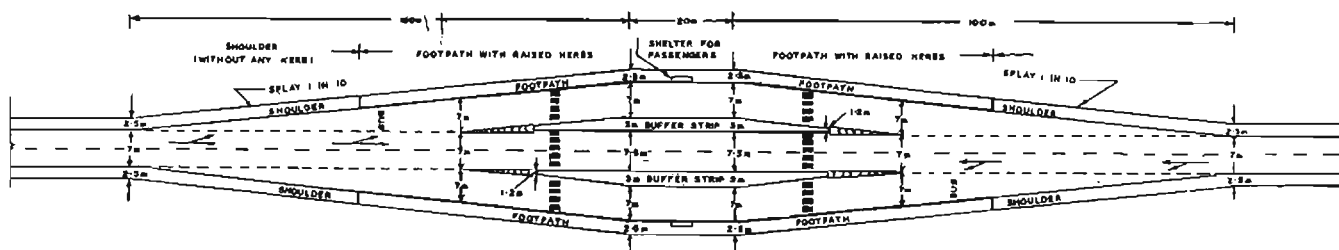
(Enclosure to Letter No. NHIII/P/37/77 dt. 1.8.79)

**CONDITIONS TO BE SATISFIED FOR ACCORDING PERMISSION TO PICK-UP BUS STOPS ON NATIONAL HIGHWAYS IN RURAL (NON-URBAN) AREAS**

**1. Location**

1. The governing consideration in locating pick-up bus stops should be minimum interference to the normal flow of traffic by buses using the amenity.
2. Generally bus stops should be located away from congested sections of the highways, as also from bridges and any other important structures and embankments of heights more than four metres. Preferably, these should not be sited on horizontal curves.
3. Bus stops should not be located too close to road intersections since that will cause disruption to traffic flow. The distance should preferably be 300 metres, especially on junctions with main roads. In other cases, this might be judiciously relaxed to a certain extent considering the local conditions. In the case of minor intersections (e.g. junctions with village roads), a distance of 60 metres may be permitted as a special case. If a substantial volume of buses is to turn right at an intersection, the bus stop will need to be located sufficiently away so that the buses can be manoeuvred easily from the kerb to the extreme right lane well ahead of the intersection.
4. In the case of major 4-way intersections involving transshipment of appreciable number of passengers from one pick-up stop to the other, it will be desirable to construct a single composite bus stop of suitable size and layout, sufficiently away from the intersection, so as to cater to all the bus routes collectively.

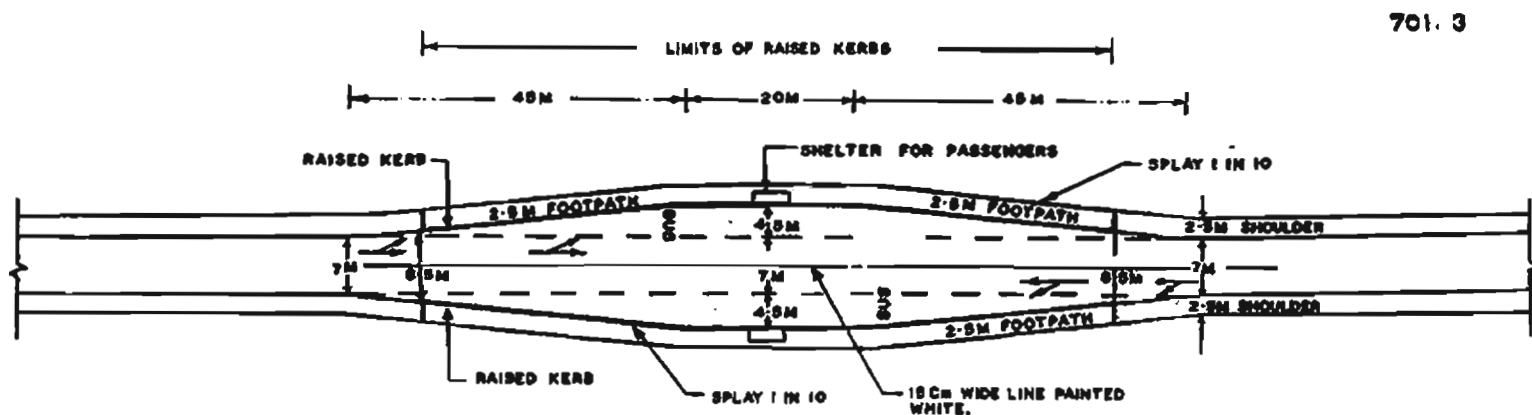
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**NOTES -**

1. FOR DETAILED GUIDANCE ABOUT LOCATION, LAYOUT, DESIGN ETC. OF BUS STOPS, SEE INSTRUCTIONS CONTAINED IN MINISTRY'S LETTER NO. NH III/P/37/77 DATED 1-8-78.
2. ADEQUATE FACILITIES FOR EFFICIENT DRAINAGE OF THE BUS STOP AREA INCLUDING LAY-BYES SHOULD BE ENSURED.
3. PAVEMENT MARKINGS SHOULD BE PROVIDED AS INDICATED ON THE DRAWING. THE WORD 'BUS' SHOULD BE WRITTEN ON THE PAVEMENT AT THE ENTRY TO THE BUS BAY. FOR DETAILED GUIDANCE, SEE IRC-38.
4. IN THE BUS STOP AREA, THE SHOULDERS ON EITHER SIDE SHOULD BE RAISED TO FORM FOOTPATHS AS MARKED ON THE DRAWING. THE JUNCTION BETWEEN SHOULDER AND FOOTPATH SHOULD BE SMOOTHLY TRANSITIONED BY A RAMP.

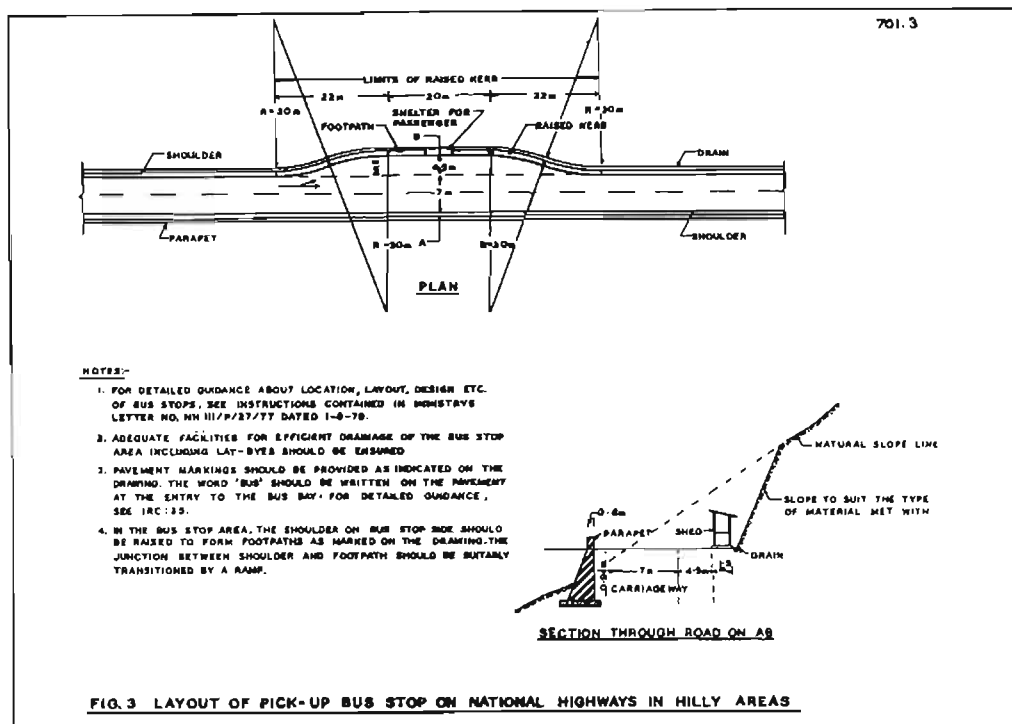
**FIG. 1 RECOMMENDED LAYOUT FOR PICK-UP BUS STOP ON BUSY NATIONAL HIGHWAYS**



#### NOTES

1. FOR DETAILED GUIDANCE ABOUT LOCATION, LAYOUT, DESIGN ETC OF BUS STOPS. SEE INSTRUCTIONS CONTAINED IN MINISTRY'S LETTER NO NH IN/P/37/77 DATED 1-8-79
2. ADEQUATE FACILITIES FOR EFFICIENT DRAINAGE OF THE BUS STOP AREA INCLUDING LAY-BYES SHOULD BE ENSURED.
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4. IN THE BUS STOP AREA, THE SHOULDERS ON EITHER SIDE SHOULD BE RAISED TO FORM FOOTPATHS AS MARKED ON THE DRAWING. THE JUNCTION BETWEEN SHOULDER AND FOOTPATH SHOULD BE SUITABLY TRANSITIONED BY A RAMP.

FIG -2 RECOMMENDED LAYOUT FOR PICK-UP BUS STOP ON NATIONAL HIGHWAYS CARRYING LIGHT TRAFFIC



5. The bus stops should be so located that good visibility is available allround.
  6. In hilly areas, the bus stops should normally be located where the road is straight on both sides, the gradient is level or as flat as possible and visibility is reasonably good (say not less than 50 metres). Subject to these requirements being fulfilled, it will be advisable to choose locations where it is possible to widen the roadway economically for accommodating bus lay-byes, passenger shelters, etc. Presence of the bus stops should be duly notified through advance information signs posted at least 50 metres ahead.
- II. Layout and Design**
1. Recommended layout for pick-up bus stops on busy National Highways is given in Fig. 1. For bus stops on lightly trafficked sections of National Highways or where only a very few buses are expected to halt, the layout shown in Fig. 2 may be adopted. In hilly areas, where there is a general constraint for space, the simple layout indicated in Fig. 3 may be adopted.
  2. Normally, bus stops and lay-byes should be provided on both sides of the road for either direction of traffic so that buses do not have to cut across the road.
  3. Bus stops on either side of the road may be located opposite to each other, or staggered if the site conditions so necessitate.
  4. The pavement area of the lay-byes should be adequately surfaced, comparable to the standard of the adjoining National Highways carriageway.
  5. No structure other than sheds for passengers should be permitted at the bus stops. The sheds should be structurally safe and aesthetic in appearance, while also being functional so as to protect the waiting passengers adequately from sun and rain. Where the shed is constructed on the hill side, slopes should be properly dressed and suitably protected to avoid slips.
  6. On important bus stops, temporary type of toilet facilities with necessary arrangements for disposal of effluents (for instance with the help of soak pits) might also be provided close to the roadland boundary and sufficiently away from the passenger shelters.
- III. Construction and Maintenance**
1. The bus stops and appurtenants thereto should be constructed and maintained by the Bus Stop Agency to the satisfaction of the Highway Authority. If the laybys etc. are not kept maintained in proper condition, the Highway Authority will have the right to make the necessary repairs at the cost of bus stop agency.
  2. Adequate facilities for efficient drainage of the bus stop area including the lay-byes should be ensured.
  3. Suitable pavement markings should be provided in the bus stop area as indicated on the drawings, and these should be maintained regularly. For detailed guidance in this regard, reference may be made to IRC Standard No : 35 "Code of Practice for Road Markings (with paints)".
- IV. Removal and Relocation**
1. If the Highway Authority considers it necessary at any time to remove and relocate the bus stop and lay-byes on account of any work of improvement or widening the road, it will be carried out by the bus stop agency at its cost within a reasonable time (not exceeding 60 days) as desired by the Highway Authority. Failing that, the work will be done by the Highway Authority itself at the cost of the concerned agency.