

No. RW/34032/5/88-DO II

Dated the 22nd August, 1988

To

The Chief Engineers of all States/UTs dealing with NHs.

Subject: Scheme for providing Parking Laybyes along National Highways.

A scheme for setting up Truck Parking Complexes at selected locations along the National Highways was formulated by this Ministry in July 1979 with the objective of providing basic wayside amenities for truck operators involved in long-distance movements. The scheme was conceived with joint participation of the Central Govt. and truck operators, the latter through Truck Operators Highway Amenities Society (TOHAS). However, the few complexes built under this scheme have remained largely unutilized for various reasons. Arising from this experience, the Ministry has decided, as a policy, not to sanction for the present any more Truck Parking Complexes of the type envisaged earlier.

2. As an alternative, any scheme for providing parking laybyes along the National Highways has been evolved. These laybyes are intended as need-based facilities and meant to be provided at locations which have already significant parking demand e.g. where a cluster of wayside eating places/dhabas and other establishments already exist. Basically, the scheme will involve construction of parallel laybyes with proper entry/exit from the National Highways, together with basic public conveniences such as drinking water, toilets and bath rooms, besides general landscaping. The Ministry will finance construction and maintenance of the required infrastructural facilities including acquisition of additional land, parking laybyes, footpaths, railings, etc. Provision/extension of other facilities such as dhabas/eating places, vehicles repair/spare part shops etc. will be left to private parties. Such facilities could be situated immediately after the laybyes, but in no case within the National Highway right-of-way.

3. A detailed note containing guidelines for the proposed scheme, as well as typical layout drawings for the parking laybyes, are enclosed by way of guidance. The drawings are indicative in nature and could be modified as dictated by local needs and other considerations.

4. While fixing position of the laybyes, possible 4-laning of the N.H should be duly kept in view if it is envisaged within the immediately foreseeable future. Moreover, in cases where provision of laybyes will entail additional land acquisition, it will be desirable to reach a clear understanding with the owner of the wayside establishments that they will relocate themselves suitably beyond the laybye.

5. Since the scheme of laybyes has been conceived for the first time and is to be tried on a pilot basis initially, any suggestions about further improvement and refinement of the layouts will be greatly appreciated.

Enclosure to Ministry of Surface Transport Letter No. RW/34032/5/88-DOII, dt. 22nd Aug. 88

GUIDELINES ABOUT THE PROVISION OF PARKING LAYBYES ALONG NATIONAL HIGHWAYS

1. Background

- 1.1 A scheme for setting up of Truck Parking Complexes at selected locations along the National Highways was formulated by this Ministry in July 1979, with a view to providing basic wayside amenities for the truck operators. Such complexes were envisaged to have facilities for parking, refuelling, canteens, dormitories, vehicle repair/spare parts etc. The scheme was conceived with joint participation of the Central Government and the truck operators through Truck Operators Highway Amenities Society (TOHAS). While the cost of land, infrastructural services (electricity, water supply, drainage, etc.) internal roads, parking areas, approach roads and compound wall etc. was to be financed by the Govt. of India, the cost of construction and maintenance of buildings and structures required for canteens, dormitories, vehicles repair facilities was to be met out of a revolving fund created by contributions from the truckers at the rate of Rs. 100/- per truck to be operated by TOHAS.
- 1.2 Modalities of the scheme were circulated to the State Governments of Haryana and Punjab vide this Ministry's letter no. N-1/PB/17/76, dated the 10th July, 1979 as the scheme had been launched in these State in the first instance. This was subsequently followed by Ministry's letter No. TW/TDC/19/84, dated the 23rd November, 84 addressed to Secretaries of Transport Departments and Transport Commissioners of all States/U.T. Administrations, enclosing detailed guidelines about the scheme.
- 1.3 A few such complexes were constructed under this scheme, but have remained mostly unutilised for a number of reasons. Facilities provided at substantial cost are thus lying unused even though completed sometime back despite lot of efforts to make them operational.

2. Revised Proposal of Laybyes

- 2.1 Arising from the above experience, the Ministry has decided, as a policy, not to make any further commitments in respect of such complexes for the present. Instead, an alternative scheme of providing need-based parking laybyes adjacent to National Highways has been evolved. The underlying intention is that such laybyes might be provided at locations where there is already clear evidence of established parking demand. It is hoped that this would reduce congestion on the main carriageway, apart from improving the environment along the National Highway.

- 2.2 Provision of laybies at other sites where there are no significant roadside establishments at present can also be mooted, but this should be done after careful consideration. This will depend on whether the parking demand can be induced definitely at that location by encouragement to private parties to set up eating places alongside, or else if the laybies are intended purely for rest/safety purposes. Main consideration of course is that there must be reasonable surety of the laybies being used unlike some of the Truck Parking Complexes constructed earlier.

3. Main Features of Laybies

- 3.1 In broad concept, laybies will be much less elaborate than the original scheme of Truck Parking Complexes. Accent will be on sufficient space for parking, proper merger with the National Highway, good landscaping, and provision of some minimum basic conveniences. Moreover, laybies will be built only if there is a defined need for parking.

3.2 Main features of the laybies will be:-

- (i) The laybies shall be provided along the National Highways at locations having significant parking demand, e.g. at clusters of existing eating places or wayside dhabas and other establishments;
- (ii) Some basic conveniences like drinking water, toilets and bathrooms, besides landscaping, aesthetic treatment of environs, drainage etc. may also be provided as part of the scheme, depending on specific requirements at each location;
- (iii) Provision/extension of other facilities such as dhabas, vehicle repair/spare part shops, etc., will be left to private parties on their own. If necessary, they could be sited in consultation with the State PWD. Such facilities could be immediately adjacent to the laybies, but in no case within the National Highway land;
- (iv) Ministry of Surface Transport will finance the basic infrastructure services, i.e. cost of additional land, parking laybies, footpaths, railings, drinking water, toilets and bathrooms, landscaping, drainage etc.;
- (v) Expenditure on maintenance of the infrastructural facilities shall be met out of the M & R Grant for National Highways placed at the disposal of the State Governments. Maintenance will be carried out by the State PWD, with some responsibilities shared by owners of the roadside establishments to keep the whole area neat and clean.
- (vi) For successful implementation of the scheme, active cooperation of owners of the eating places/dhabas, etc. at the given location will be sought and review meetings held with them periodically. It would need to be impressed upon them that maintenance and general cleanliness of the facilities and the environs, in particular the drainage channels, will be crucial to the success of the scheme as also commercial viability of their businesses. Therefore, maintenance would have to be tackled on a co-operative basis.

4. Guidelines for the Layout of Parking Laybies

- (i) Basically the layouts of the laybies will be governed by site requirements. These should be so planned that the laybies are economical, efficient for smooth traffic flow, and aesthetically pleasing.
- (ii) The laybies should be located in straight reaches of the N.H. as far as possible, so as to be fully visible to the approaching traffic. In no case should these be located close to intersections.
- (iii) The layout, length and other features of laybies will be dictated by traffic volume, peak hour parking demand, extent of roadside establishments, type of terrain, availability of road land etc.
- (iv) Where 4-laning of the National Highway is envisaged in the near future, position of the laybye should be so fixed that it does not have to be re-constructed within a short duration.
- (v) For effective segregation of laybye from the main carriageway, a sufficiently wide dividing verge is extremely necessary. The verge should be at least 5 metre wide, and preferably more, say upto 10 metres. This will also enable the verge to be properly treated with flowering bushes etc.
- (vi) Proper drainage of the area and disposal of surface runoff through a system of longitudinal and cross drains must be planned carefully and built integral with the laybies.
- (vii) Certain basic conveniences such as drinking water, toilets and bathrooms, could be provided close to laybies for the benefit of drivers and passengers of parked vehicles. For drinking water purposes, a hand pump could be considered. The scale and extent of toilet and bathroom facilities will vary from place to place and should be judiciously planned based on parking demand, likely usage of the facilities, and the feasibility of firm arrangements for their maintenance. In case of any doubt about regular/hygienic upkeep of the facilities, the scale of facilities could be suitably reduced, e.g. only urinals might be provided.
- (viii) The environment of the whole laybye area should be improved by good aesthetic treatment, tasteful landscaping with flowering plants, green verges, well-designed sitting benches/light fixtures, etc. A composite plan should be developed for this purpose in advance.

5. Consultations with Owners of Establishments

- 5.1 In most cases, provision of laybies will entail additional land acquisition, which means existing establishments would have to re-locate themselves beyond the right-of-way. While formulating the laybye proposals, it will be therefore desirable to hold detailed consultations with owners of the affected establishments in advance and reach a clear understanding that they will shift their premises suitably beyond the laybye. A re-location plan for this could be prepared by the P.W.D. if need be.
- 5.2 Regular dialogue with owners of establishments in any way necessary for proper upkeep and maintenance of the laybies (See para 7.1 in this connection).

6. Typical Layouts

- 6.1 Four typical designs of laybies are shown in Figures 1 and 2 enclosed. The layouts should be considered as merely indicative. For each site, the layout will have to be specifically worked out depending on the given conditions, parking requirements, etc.
- 6.2 If the National Highway has a 2-lane carriageway, either of the designs shown in Fig. 1 or variations thereof, could be adopted as per site requirements. The designs shown in Fig. 2 are suitable where the N.H. has a 4-lane divided cross-section.

- 6.3 Normally, the laybye will be provided only on one side of the road. Occasionally, however, these might be needed on both sides of the road at the same spot. Else, these could be developed in a staggered manner on opposite sides subject to the exact needs.
 - 6.4 The laybyes should have a minimum length of 100 m. in the straight portion (excluding the splay). The length may however be suitably increased depending on the parking demand, and could be as much as 300-500 metres. If necessary there could be two parallel laybyes instead of one as shown in Fig. 2(b)
 - 7. **Maintenance**
 - 7.1 Satisfactory arrangements must be made for proper maintenance of the laybyes and keeping the surroundings clean. This will have to be on a participatory basis, with owners of establishments shouldering some of the responsibilities. See paras 3.2 (v), 3.2 (vi), 4 (vii), and 5.2 above.
 - 7.2 For regular upkeep of the bathrooms and toilets, the PWD could think of appointing a handicapped person for the job on nominal payment, who could be allowed to collect additional money from the users/owners of the establishments.
 - 7.3 If owners of the roadside establishments do not co-operate in keeping the laybye area neat and clean, the PWD will have the prerogative to close down the laybye and disallow any parking in the vicinity on the roadside. This extreme step might, however, be taken after initial warnings to owners of establishments, that they would lose their whole business unless they actively associate in preserving the environment along the laybye.
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