

No. NHIII/Misc./57/76

Dated the 8th May, 1980

To

The Secretary, Public Works Department,
(All States and Union Territories)

Subject : Reducing congestion on major roads passing through built-up areas.

I am directed to say that the "Prevention of Ribbon Development" Committee of the Indian Roads Congress had expressed general concern about growing congestion on Major roads passing through built-up areas and the absence of Parallel Service Roads. Even the new bye-passes which have been constructed get cluttered with local traffic and become congested soon after their construction. The Committee felt that there was a need for providing parallel service roads in built-up areas and the service roads should be planned and constructed as an integral part of the road construction or improvement scheme wherever such roads were passing through built-up areas. The Committee had also expressed the view that in some cases where construction of service roads was not possible due to difficulties in acquisition or permanent encroachments or other reasons, widening of existing pavements to the maximum possible extent within the available land should be considered as an alternative means to reduce congestion of traffic on account of ribbon development.

2. The Ministry of Shipping and Transport fully shares the concern expressed by the Indian Roads Congress about the growing congestion on major roads through built-up areas and feels that for ensuring the safety, convenience and comfort of highway users, a serious thought needs to be given to this problem.

3. The provision of bypasses at congested areas can mitigate the problem to a great extent and should be given adequate priority. It is, however, felt that unless adequate safeguards are built in, the bypasses themselves might soon degenerate into congested built-up areas. It is in this context that the recommendation of the Indian Roads Congress regarding the provision of parallel service roads deserves notice. So far as the National Highways are concerned, the State Governments are aware that this Ministry's policy, while constructing new bypasses, stipulates that the State Governments construct parallel service roads. It has, however, been found that the construction of parallel service roads has lagged behind resulting in severe congestion of the newly constructed bypasses. I am, therefore, to request that the construction of parallel service roads on N.H. bypasses should be accorded highest

priority by the State Government, and if need be the recommendation of the Indian Roads Congress that the parallel service roads be constructed as an integral part of the bypass scheme should be considered. I am further to request that the same principles be extended to the bye-passes on State Roads wherever they are planned.

4. As regards financing the parallel service roads this Ministry took up with the Planning Commission the question of according highest priority to construction of parallel service roads along National Highway bypasses while finalising the State Five Year Plan and Annual Plan allocations for Road Sector. It had been intimated by the Planning Commission that the State Governments did not generally propose any specific provisions for the construction of parallel service roads along National Highway bypasses in their annual plans. The State Governments were, therefore requested vide this Ministry's letter No. NHIII/Misc./57/76, datd 11th May 1977 to ensure that adequate provisions are made in their five year and yearly plans for this purpose and their representatives should stress the importance of this provision during discussions with the Planning Commission for according highest priority for incurring such expenditure in the State Road Sector Plan allocations. It is once again reiterated that urgent steps should be taken by the State Governments to earmark sufficient funds for this purpose in their annual plan.
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