

## **PROTOCOL ON MODERNISATION OF BUS SHELTERS**

### **1. PURPOSE**

The purpose of this Protocol is to introduce comprehensive guidelines for the provision of bus shelters on main roads and motorways. The aim is to facilitate the construction of new bus shelter/s by interested Promoters as well as –

- the renovation and maintenance of existing bus shelter/s; and
- demolition and replacement of any bus shelter which is in a deplorable state along main roads and motorways, whilst adhering to the existing legal framework and subject to all clearances being obtained.

This Protocol shall not be applicable to a local authority, a parastatal organisation, and a Government Department except for Clause 4.

This undertaking shall give, to the Promoter, the exclusive right of commercial exploitation by way of advertisement of bus shelter/s to the Promoter.

### **2. LEGISLATION GOVERNING CONSTRUCTION OF BUS SHELTERS**

Section 4 of the Roads Act gives to the Road Development Authority (RDA), in its capacity as highway authority, the responsibility for the construction, care, maintenance and improvement of motorways and main roads. The RDA also maintains existing bridges and tunnels and undertakes associated works on these roads. The construction/renovation of Bus shelters may be considered as an improvement of main roads and motorways under this legal provision.

### **3. GENERAL CONDITIONS**

(i) An Agreement shall be signed between the RDA and the Promoter to allow the latter to construct, renovate and maintain bus shelter/s against the rights of commercial exploitation of the bus shelter/s.

(ii) The Promoter is required to take a Public Liability Insurance of not less than

Rs 500, 000 for any one event and Rs 5,000, 000 for any one period of insurance from a recognised local insurance company to cover injuries and damages. A copy of same shall be submitted to the RDA.

(iii) The advertisements to be displayed shall not, in any manner, be obscene, indecent, of a political nature and/or contrary to law and public morality.

(iv) The size and location of the advertisements shall not, in any manner, whether actually or potentially, create any visual or any form of physical obstruction to pedestrians and vehicular traffic.

(v) No new advertisement structures will be allowed within 100 metres of bus shelters on both sides.

(vi) Any land parceling projects (of 50 or more lots) need to provide at least 1 bus lay-by with a bus shelter in compliance with the specifications at para 4 A of this Protocol.

(vii) A Standing Committee, set up at the level of the RDA, shall look into all matters pertaining to bus shelter/s.

### **Existing Bus Shelters**

1. For monitoring purposes, regular inspections and surveys shall be carried out. Any bus shelter which is found to be unaesthetic, too small and/or no longer responding to the needs of the public and not in line with the specifications at para 4 A of this Protocol shall be replaced by interested Promoters.

2. Any application to reconstruct, renovate and maintain existing bus shelters shall be considered by the RDA on a *'first come, first serve'* basis.

3. Existing promoters shall be given priority to continue to maintain and advertise on bus shelters already allocated to them, provided that they are being maintained in a good state of cleanliness to the satisfaction of RDA and subject to compliance with the specifications at para 4 A of this Protocol.

### **New Bus Shelters**

1. Applications to construct a new bus shelter may be considered for an initial period of five (5) years with possibility of renewal thereafter for further periods of five (5) years subject to satisfactory maintenance and compliance with the conditions applicable under the Agreement.

2. After the sponsorship period, the RDA may, if so required, consider allocating the bus shelter to another Promoter for maintenance.

## **4. SPECIFICATIONS FOR BUS SHELTERS**

## **A. Prototype with lay-by**

### Specifications and characteristics

- a. The size of bus shelters may vary depending on the space available at locations but shall not be less than 1.2m wide and 2.0m high.
- b. The materials to be used to construct the bus shelters shall be vandal resistant and shall be either in concrete, timber, corrugated iron sheets, aluminum or glass, as shall be approved by the RDA.
- c. The size and location of the advertisements shall not, in any manner, whether actually or potentially create any visual or any form of physical obstruction to pedestrians and vehicular traffic.
- d. The bus shelters shall be accessible to the disabled.
- e. It shall provide facilities and amenities such as seating, lighting, service information including bus schedules, and litter bins.
- f. Consideration may be given to place CCTV Camera Surveillance system.

## **B. Prototype without lay-by**

### Scenario 1

To the extent possible, the National Transport Authority and the Traffic Management and Road Safety Unit shall identify land space for the construction of a bus lay-by at the same spot.

### Scenario 2

If no land space is available, the National Transport Authority and the Traffic Management and Road Safety Unit shall consider the relocation of the bus stop to the nearest land space available.

### **Specifications**

Specifications at paragraph 4(A) for construction of bus shelters shall apply for scenario 1 and 2.

### Scenario 3

In case no land space is available, a Cantilevered Bus Shelter shall be erected.

### **Specifications**

Depending upon the width of the footpath, the promoter shall install a cantilevered shelter comprising, as a minimum, a roof and back panels with a bench style seat for extra passenger comfort and flag pole with a timetable case.

A minimum space of width 1.2 metres shall be provided for the movement of pedestrians.

The specifications at para 4(A)(e) shall apply.

## **5. LAND ISSUES**

For State land along motorways and main roads, arrangements shall be made for the vesting of the land in the Ministry of Public Infrastructure and Land Transport.

In case the land is privately owned, the promoter may deal with and clear all matters pertaining to land issues with the landowner and submit documents thereof to the RDA. Arrangements shall be concurrently made by the RDA for the acquisition of the land by Government.

**20 July 2015**