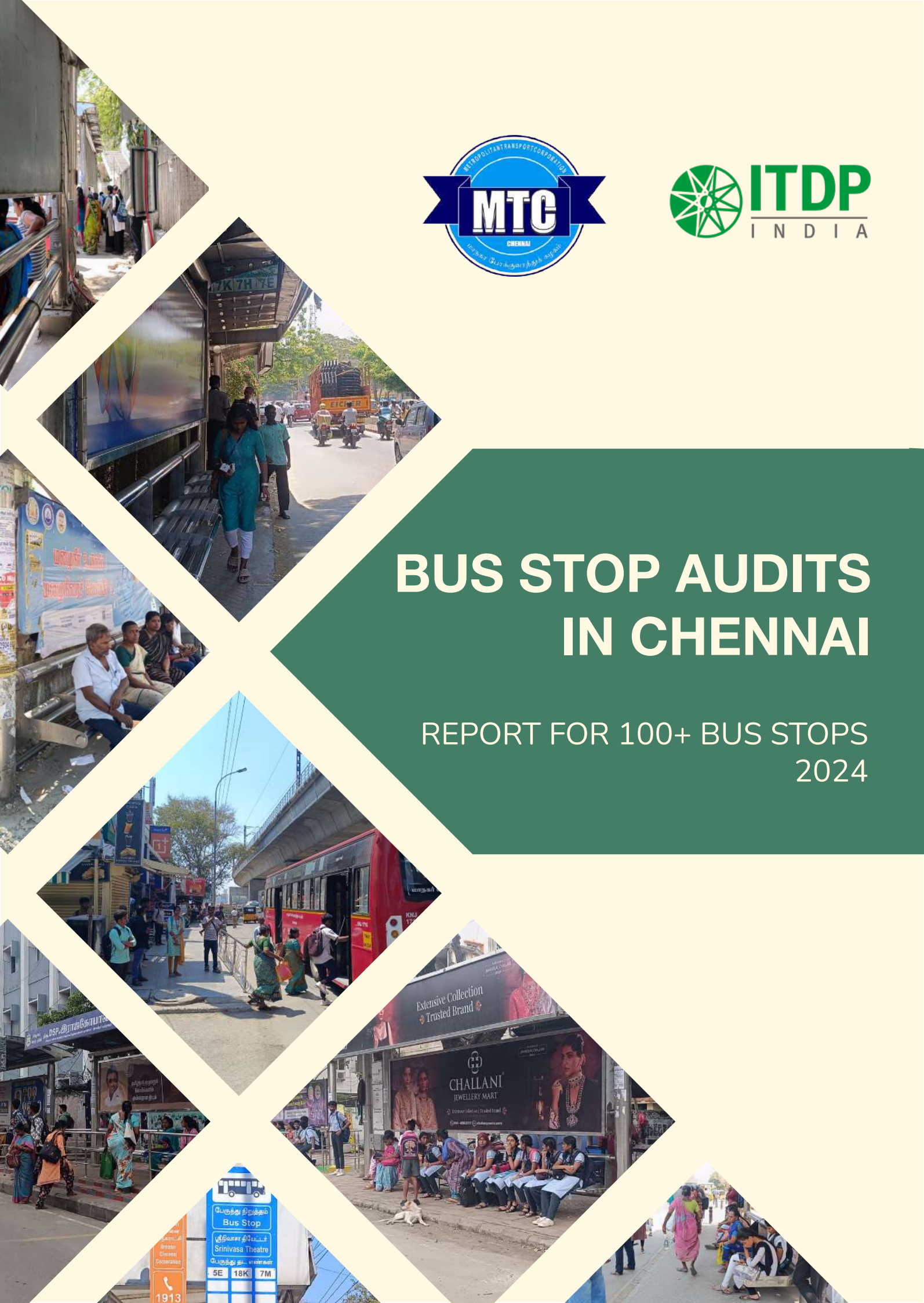




BUS STOP AUDITS IN CHENNAI

REPORT FOR 100+ BUS STOPS
2024





ITDP India is the service provider of the Institute for Transportation and Development Policy, a non-for-profit organisation that works with cities worldwide to promote transport solutions that reduce traffic congestion, air pollution and greenhouse emissions while improving urban liveability and economic opportunity.

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BUS STOP AUDITS

IN CHENNAI

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2024

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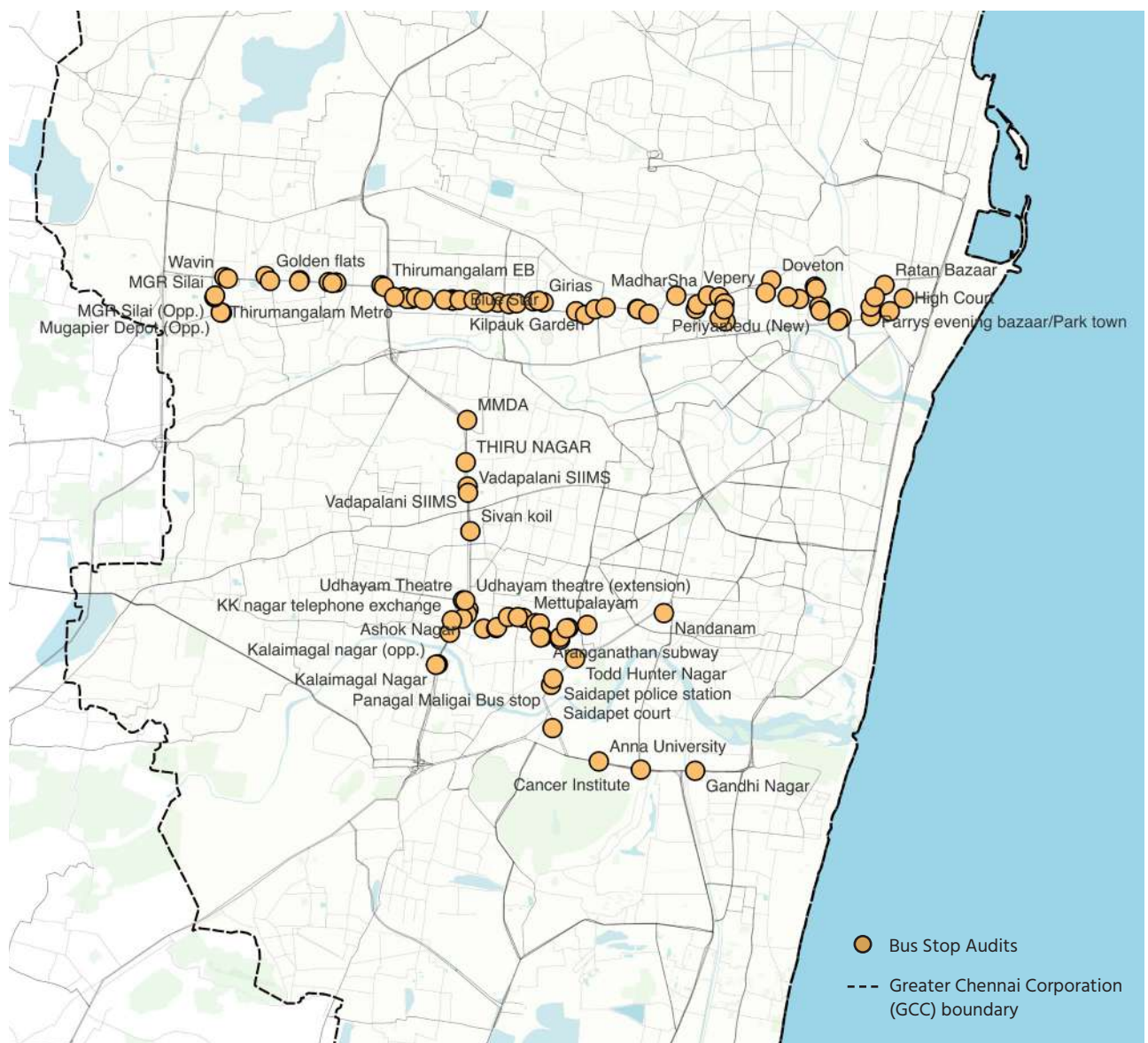
CHAPTER - 1

INTRODUCTION

In an effort to enhance public transportation infrastructure in Chennai, this study aims to develop a robust audit methodology framework for bus stops throughout the city. ITDP has identified 105 bus stops across more than 50 locations in Chennai, focusing on essential transit routes, specifically the 7M route from JJ Nagar West to Broadway and segments of the 5E route from Ashok Pillar to Adyar Gandhi Nagar.

By systematically assessing these bus stops, the audits will evaluate key parameters such as Passenger Information, Ease of Access, Essential Infrastructure and Safety. This comprehensive analysis is designed to identify strengths and recommend areas for improvement, ensuring a thorough understanding of the current conditions.

The insights derived from this study will provide critical guidance for government stakeholders, facilitating necessary enhancements to the bus shelter infrastructure in Chennai. By implementing these recommendations, we aspire to create a more efficient, accessible and user-friendly bus service that promotes greater mobility, comfort, safety, and connectivity for all residents of the city.



CHAPTER - 2

KEY PARAMETERS FOR BUS STOP AUDITS:

To facilitate a thorough evaluation, the bus stop audit framework was developed using complete streets evaluation metrics from ITDP and Indian Roads Congress (IRC) standards. This checklist is a vital tool for assessing bus stop facilities across four key parameters:

I. Passenger Information

Accurate and accessible information is essential for passengers to navigate the transit system effectively. This indicator assesses two key aspects: the presence of bilingual name boards at the bus stop waiting area and on the bus shelter roof. Bilingual name boards at the waiting area allow passengers to read essential information while waiting, while those positioned on the roof provide visibility for passengers on the buses, ensuring they can quickly identify their stop.

Additionally, clear specification of route numbers and regular updation of the same are crucial for informing passengers of their travel options.

II. Ease of Access

Accessibility is evaluated in two key areas: the pathways to the bus stop and the condition of the waiting area of the shelter. For the pathway, the focus is on ensuring that footpaths are free from encroachments such as parking and vending, allowing for a clear and navigable route. The presence of pedestrian crossings to access the opposite bus stop and the integration of multi-modal transport options within a 500-meter radius are also essential for enhancing accessibility.

In the waiting area, key criteria include maintaining a paved surface that is even and unobstructed. The waiting area must align with the footpath level, adhering to a maximum height of 0.15 meters and a minimum width of 1.2 meters from the seating space, in accordance with IRC standards.

III. Safety

Safety is vital in transit environments. This indicator assesses the absence of unsafe dead spaces behind bus shelters and identifies protruding objects in waiting areas that could pose hazards to passengers.

It also highlights the need for uniform lighting levels of 30-40 lux to enhance visibility and security, alongside clearly displayed emergency helpline numbers to ensure commuters can access assistance when necessary.

IV. Essential Facilities

The quality of facilities at bus stops greatly influences the passenger experience. This parameter evaluates the structural integrity of shelters, including roofs and poles, as well as the height of seating (ideally between 0.4m and 0.6m for optimal comfort). Additionally, it assesses the availability of amenities like WiFi, addressing passenger needs while waiting.

CHAPTER - 3

BUS SHELTER ASSESSMENT

FRAMEWORK:

To systematically evaluate each bus shelter, a scoring tab has been established based on four overall key parameters. These parameters are further classified into a total of 20 indicators: 4 for passenger information, 4 for safety, 4 for essential facilities, and 8 for ease of access.

Scoring Criteria:

- 1 point is awarded for meeting an indicator.
- 0 points is assigned if the indicator is not met.

This binary scoring approach offers a clear framework for assessing bus shelter performance, enabling effective comparisons and pinpointing areas for improvement. Collectively, these indicators determine each bus shelter's service level.

Level of Service (LoS):

The overall score is categorized into three levels. This classification helps stakeholders easily identify the quality of bus shelter facilities and prioritize enhancements.

LoS A	LoS B	LoS C
14 - 20 points	7 - 13 points	0 - 6 points

Indicators:

Passenger Information	1. Bilingual name board at the bus stop waiting area 2. Bilingual name board at the roof of the shelter 3. Specification of route numbers at the bus stop 4. Updated route numbers specified
Ease of Access	5. Useable footpath to access the bus stop 6. Bus stop pavement and footpath are on the same level 7. Bus stop waiting area is paved and even 8. Height of the bus stop pavement is 0.15m 9. Width of the bus stop waiting area is not less than 1.2m 10. Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB) 11. Multi-modal integration within 500m of transit modes 12. No encroachment at the bus stop by vending/parking etc..
Safety	13. Uniform and consistent lighting of 30-40 lux at the bus stop 14. Absence of perceived unsafe dead spaces behind the shelter 15. Information on functional emergency helpline numbers 16. Absence of unsafe/hazardous waiting area for passengers
Essential Facilities	17. Good and functional bus shelter pole structure 18. Good and functional bus shelter roof 19. Comfortable seatings at height between 0.4 - 0.5m. 20. Availability of WiFi at the bus stop

CHAPTER - 4

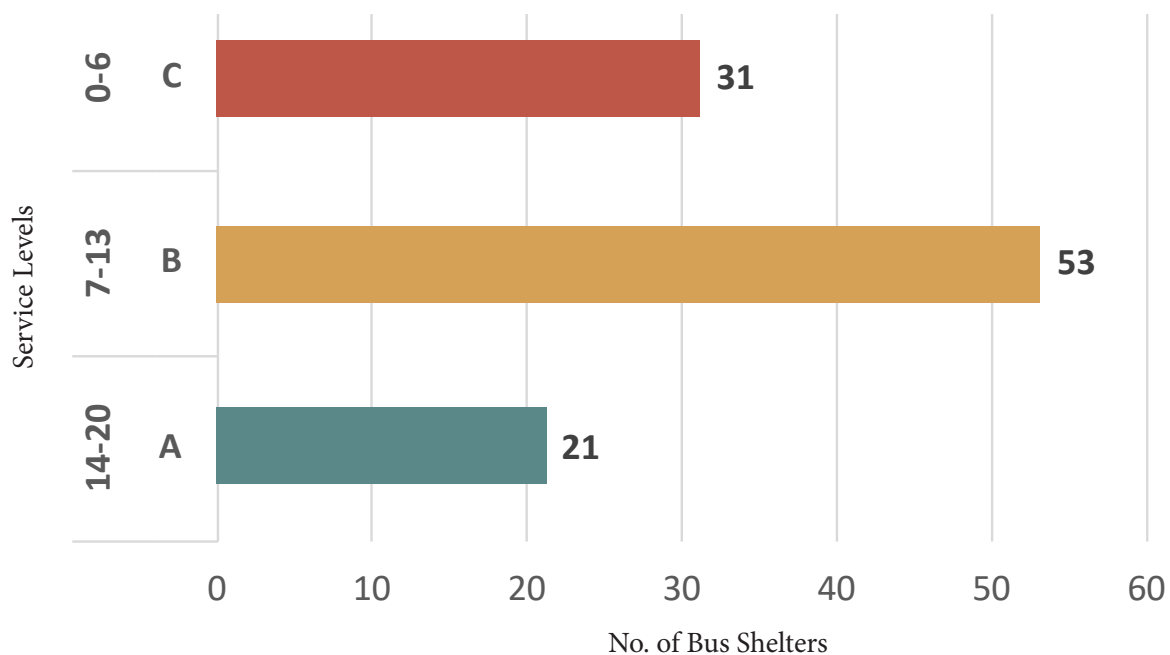
SUMMARY OF BUS STOP

AUDITS: 105

Level of Service (LoS):

The evaluation of 105 bus shelters reveals a diverse range of service levels (LoS) based on established performance indicators. 21 shelters attained Level A (14-20 points), reflecting high-quality facilities that excel in passenger information, safety, essential amenities, and ease of access. In contrast, 53 shelters fall into Level B (7-13 points), indicating moderate performance with areas needing improvement. Meanwhile, 31 shelters are categorized as Level C (0-6 points), highlighting significant shortcomings that require immediate attention. This assessment emphasizes the importance of ongoing monitoring and strategic enhancements to improve the public transport experience, ensuring that transit facilities are safe, efficient, and accessible for all users.

The list of bus stops with their service levels is provided in Annexure 1.



Type of Shelters:

The bus shelters are broadly classified into four categories:

1. **Stand-alone bus shelters** are independently positioned structures that cater to individual stops, providing shelter and amenities for passengers.
2. **Set of bus shelters** refer to a series/group of shelters that serve either multiple routes or accommodate higher passenger demand in a series of designated waiting area.
3. **Bus stop without shelter** are locations that lack any protective covering for passengers, leaving them exposed to weather conditions at the designated bus stop.
4. **Shelters that are not in use** are facilities currently inactive and not served by MTC buses, rendering them idle and unutilized by the commuting public.



Stand-alone bus shelter



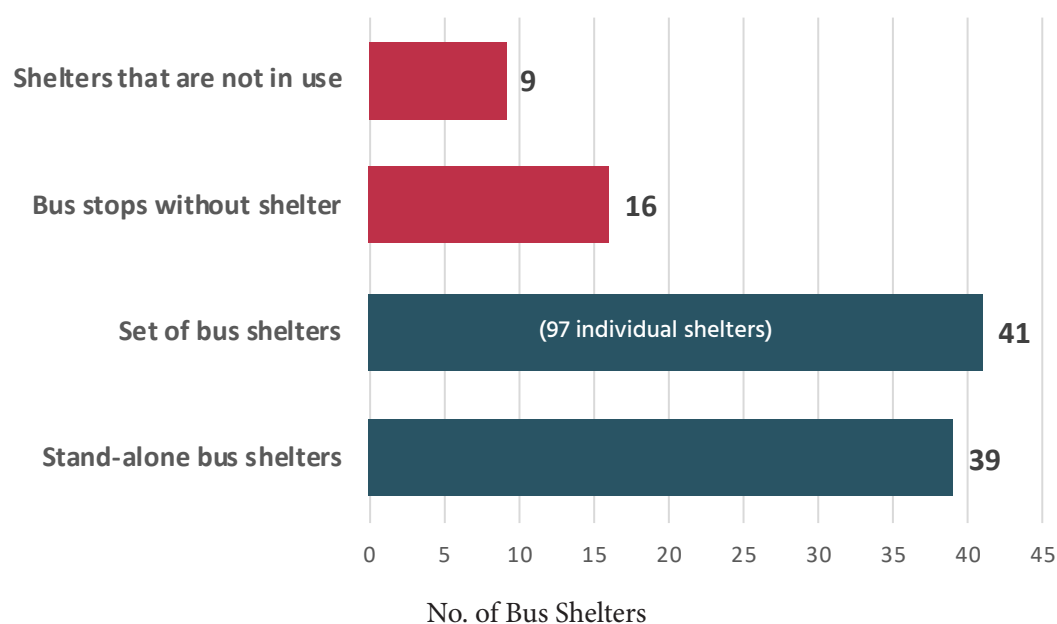
Set of bus shelters



Bus stop without shelter



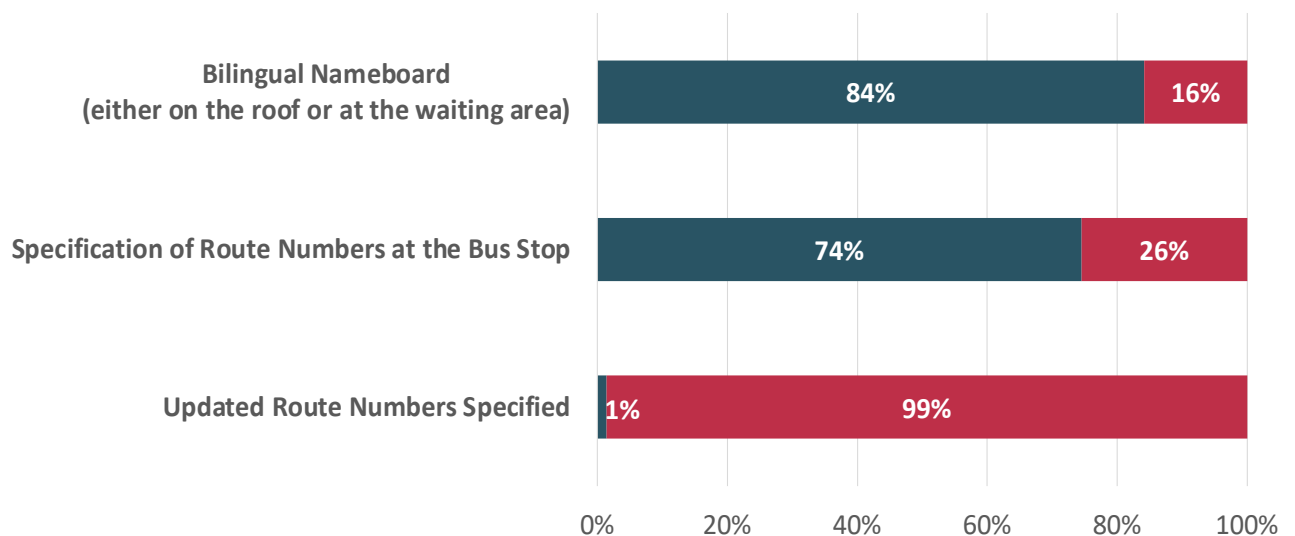
Shelters that are not in use



This classification is essential for evaluating bus stop distribution and effectiveness, guiding improvements where needed. It supports informed decisions to enhance service quality and accessibility. Details of bus stops without shelters and inactive shelters can be found in Annexure 2. **Of the 105 audited bus stops, 39 are stand-alone shelters and 41 are a set of shelters contributing to 97 individual shelters. Additionally, 9 shelters are currently inactive, raising the overall count to 145 individual bus shelters. We will assess passenger information and essential facilities at all 145 shelters, while the complete set of 105 bus stops will be evaluated for safety and accessibility concerns.**

I. Passenger Information:

Out of the total 145 individual bus shelters, **16% (23 shelters) lack nameboards both at the waiting area and on the roof** (Annexure 3), indicating a significant gap in communication for passengers. Conversely, 84% (122 shelters) are equipped with bilingual nameboards at least at one location, either in the waiting area or on the shelter roof, ensuring basic accessibility to information. Furthermore, only 2% (3 shelters) have nameboards in both the waiting area and on the shelter roof, highlighting the need for improvement in signage consistency.



Total number of individual bus shelters = 145

■ % of bus shelters meeting the indicator

■ % of bus shelters NOT meeting the indicator

Of the 145 bus shelters, 74% (108 shelters) display MTC bus route information, but only 1% (2 shelters) have specified updated MTC route details. This highlights a critical gap in the accuracy of the information provided to passengers, emphasizing the need for regular updates and maintenance to enhance the overall transit experience.

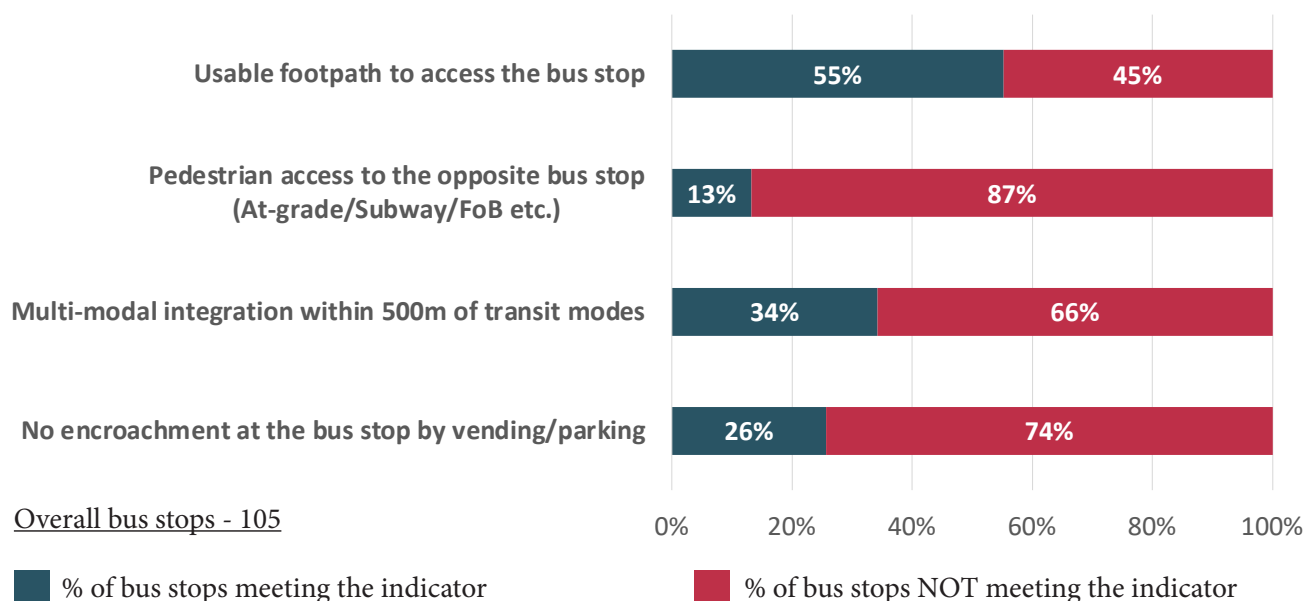
II. Ease of Access:

The evaluation of accessibility across 105 bus shelters is centered on two key criteria:

- Pathways to the bus stops
- Condition of the bus stop waiting areas.

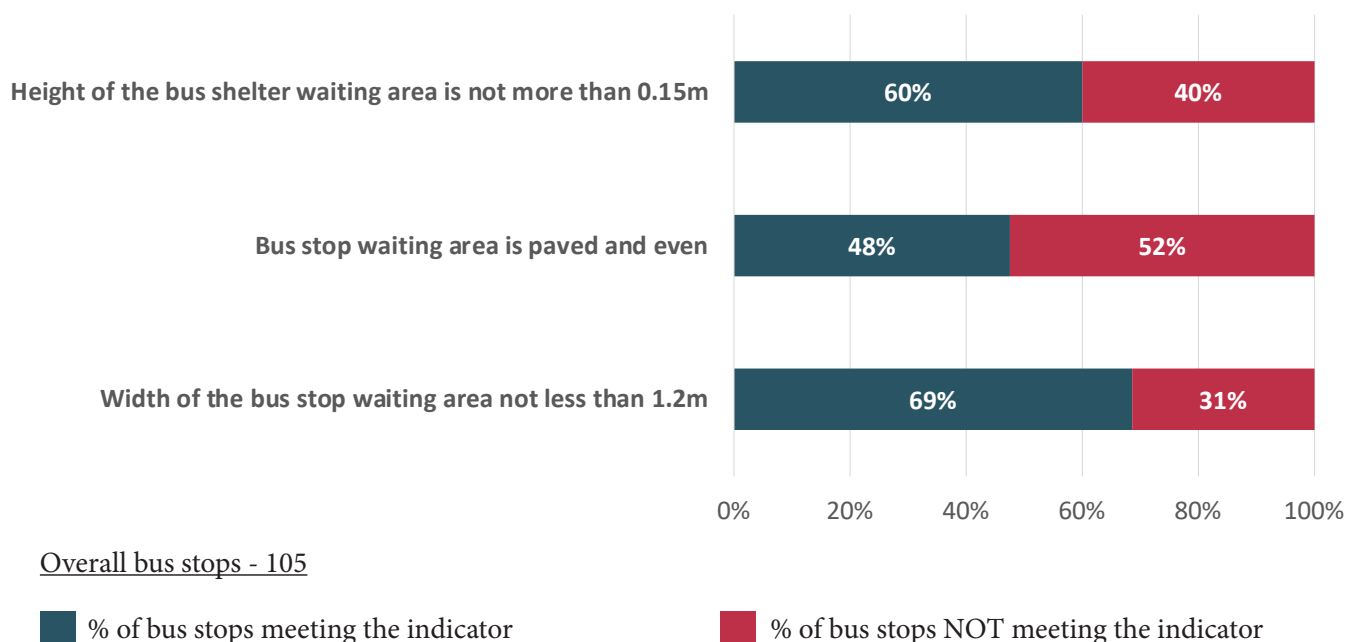
This assessment identifies critical gaps that need to be addressed to enhance the usability of these bus shelters. Improving pathway access is vital for safe navigation, particularly for vulnerable populations such as the elderly, children, and individuals with disabilities. Additionally, enhancing the condition of bus shelter waiting areas is essential for creating a comfortable and safe environment for all passengers. By concentrating on these two criteria, transit authorities can transform bus shelters into functional, user-friendly spaces.

a. Pathways to the bus stops:



The data highlights critical challenges with the pathways leading to bus stops. Alarmingly, 74% of bus stops (78 shelters) are obstructed by encroachments and 87% (91 shelters) lack safe pedestrian access to the opposite stop. Furthermore, only 55% of the bus shelters (58 shelters) offer usable footpaths, which means that 45% (47 shelters) either have no footpaths or feature damaged and encroached pathways. These issues not only pose significant safety risks for passengers but also hinder their access to essential public transport services.

b. Condition of the bus stop waiting areas:

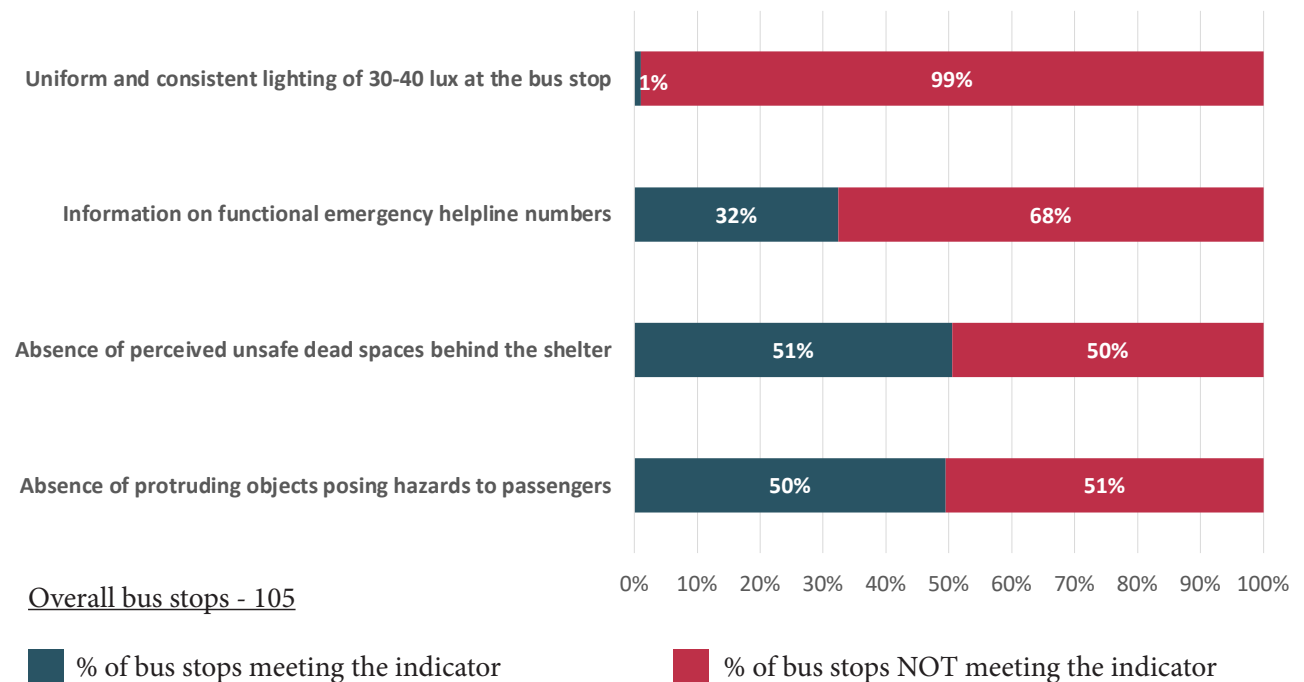


The data indicates that while 69% (72 shelters) meet the minimum width requirement of 1.2 meters for waiting areas, nearly half (50 shelters) have uneven surfaces, and 40% (42 shelters) fail to comply with the IRC-recommended height of 0.15 meters. These issues pose significant tripping hazards and accessibility challenges for passengers. **Additionally, even in the absence of footpath, 7 shelters lack any dedicated bus shelter pavement.** (Refer Annexure 4 for details).

III. Safety:

The evaluation of safety conducted across 105 bus shelters revealed significant safety issues that demand urgent attention. Alarming, with just 1% (1 shelter) meeting the lighting standard of 30-40 lux, while 99% (104 shelters) failed to provide adequate illumination. Additionally, only 32% of shelters (34 shelters) displayed information on functional emergency helpline numbers, leaving 68% shelters (71 shelters) without this critical safety resource.

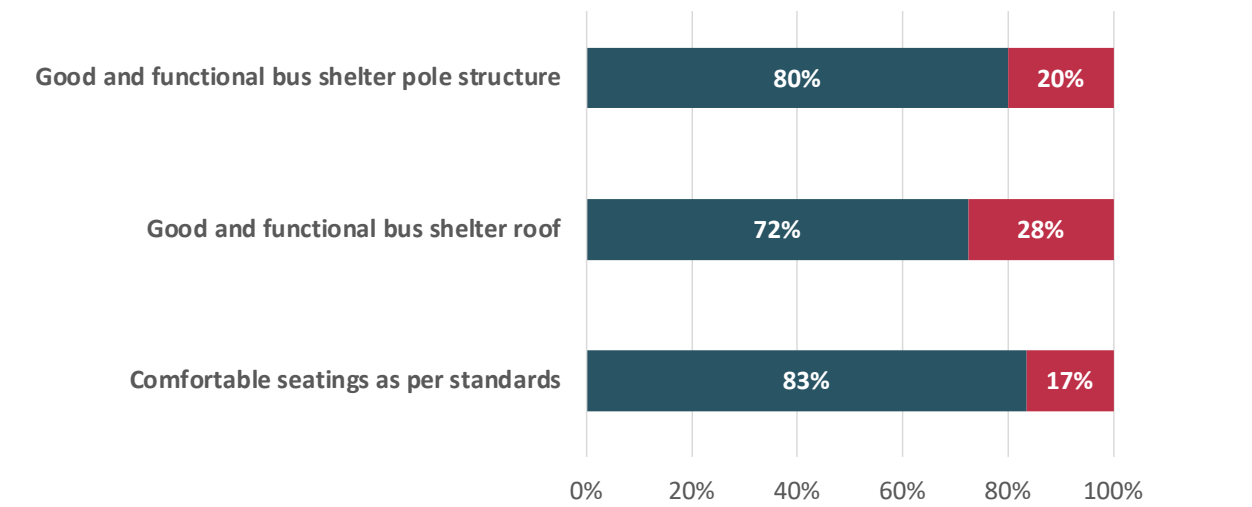
Among the evaluated shelters, 50% (52 shelters) were found to have perceived unsafe dead spaces behind them, which pose significant security risks, especially for women passengers. Additionally, 51% (53 shelters) present potential tripping hazards, further compromising the safety of the waiting environment. These findings emphasize the critical need for targeted improvements to enhance safety and accessibility, ultimately creating a more secure and user-friendly atmosphere for all passengers.



IV. Essential Facilities:

The evaluation of bus shelters offered crucial insights into the availability of essential amenities. Among the 145 shelters assessed, a notable 80% (116 shelters) featured good and functional pole structures, while 20% (29 shelters) fell short, highlighting a significant need for renovation. Additionally, 72% (106 shelters) had intact and functional roofs; however, 28% (39 shelters) were found to be damaged, indicating maintenance issues that require immediate attention. In terms of seating comfort, 83% (121 shelters) met the required standard height of 0.4m to 0.6m, reflecting a strong commitment to passenger comfort.

Out of the overall 105 bus stops assessed including set of bus shelters, 23 are in a dilapidated condition (refer Annexure 5 for details) concerning their poles, roofs and seating and 56 bus stops do not provide free Wi-Fi access, highlighting a connectivity gap for passengers.



Total number of individual bus shelters = 145

■ % of bus shelters meeting the indicator

■ % of bus shelters NOT meeting the indicator



CHAPTER - 5

RECOMMENDATIONS FOR **EXISTING BUS STOP DESIGN**

Bus shelters in the Greater Chennai Corporation (GCC) area showcase three primary designs: Design 1, the most commonly used; Design 2, an older style; and Design 3, a newer design funded by the MLA. Additionally, ramp provisions have been integrated into some of these designs at various locations.

1



2



3



I. Passenger Information:

Existing Designs:

Design 1: Bilingual nameboard and MTC route numbers at the bus shelter waiting area

Design 2: Bilingual nameboard and MTC route numbers on the shelter roof

Design 3: Bilingual nameboard at both the bus shelter waiting area and on the shelter roof;
MTC route numbers at the bus shelter waiting area

Nameboard:

1. The bilingual name of the bus shelter should be displayed in both the waiting area and on the shelter roof. The name on the roof should be visible from a distance to inform passengers traveling by bus or crossing the street and the nameboard in the shelter's waiting area is intended for those using the bus shelter. Existing Design 3 features the shelter's name in both locations, but the lettering on the roof is barely legible. To enhance readability, the font size should be increased to match that of the MLA name displayed on the shelter roof. Additionally, Existing Design 1 should include a provision on the roof for displaying the bilingual name of the shelter, while Existing Design 2 should incorporate a nameboard panel in the waiting area.
2. For consistency and ease of navigation, all bus shelters part of a set should have the same name. If the shelters are designated for different destinations, the nameboards could include directional indicators, such as "towards [destination]," along with route numbers serving that direction. This approach helps passengers easily identify the correct shelter for their route, minimizing confusion and enhancing the overall transit experience.



3. To ensure consistency in the naming system, a joint meeting with MTC, GCC and other necessary stakeholders shall be organized.
4. The bus shelter name board must denote that MTC buses stop there. Additionally, if any other bus services (like TNSTC, SETC, private etc.) stop there, it must be mentioned. In case the bus shelter is wheelchair-accessible, the icon must be included in the panel (as shown below).

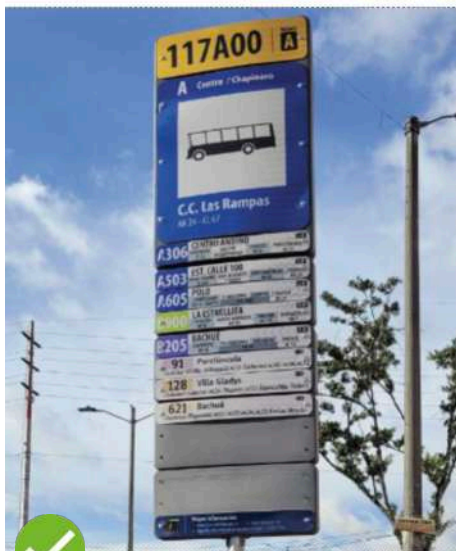


Bus shelter design in Delhi with bilingual nameboards both on the roof and the waiting area along with wheel-chair accessibility sign.

MTC Bus route information:

5. To improve passenger experience and ensure information access at MTC bus shelters, it is essential to display up-to-date bus route numbers in the waiting areas. This information should be regularly checked to maintain its accuracy and relevance.
6. Current bus shelter designs have sufficient space to accommodate an information board displaying route numbers, destinations, and key intermediate stops. This board can be presented as either a map or a list, aiding passengers in identifying primary routes effectively. For example, at the Sterling Road Bus Stop, the following information could be displayed:

17D K.K.NAGAR WEST Valluvar Kottam - Trustpuram - Vadapalani	17E SALIGRAMAM Valluvar Kottam - Trustpuram - Sivan Park
--	--



(Left) List of the route numbers along with destination and intermediate stops displayed in the bus shelter pole.
Location: Bogota, Colombia



(Right) Map to indicate the route numbers, intermediate stops, and destinations, through a line diagram at the shelter waiting area.
Location: Pune, India; Source: Sarg Design Studio

7. A standardized numbering system for bus shelters is recommended (as shown in left image), with each shelter displaying a unique number for easy identification and streamlined maintenance. Coordinating a joint meeting with relevant stakeholders would support the development and implementation of this system.
8. To assist persons with visual impairments, the bus stop name and route numbers can be written in braille and attached to the supporting pole.
9. A combined bus stop signage pole with a "NO PARKING" indicator can be installed to prevent vehicle encroachments at the bus stop area.



Location: Canada; Source: masstransitmag.com

Real-time Information board:

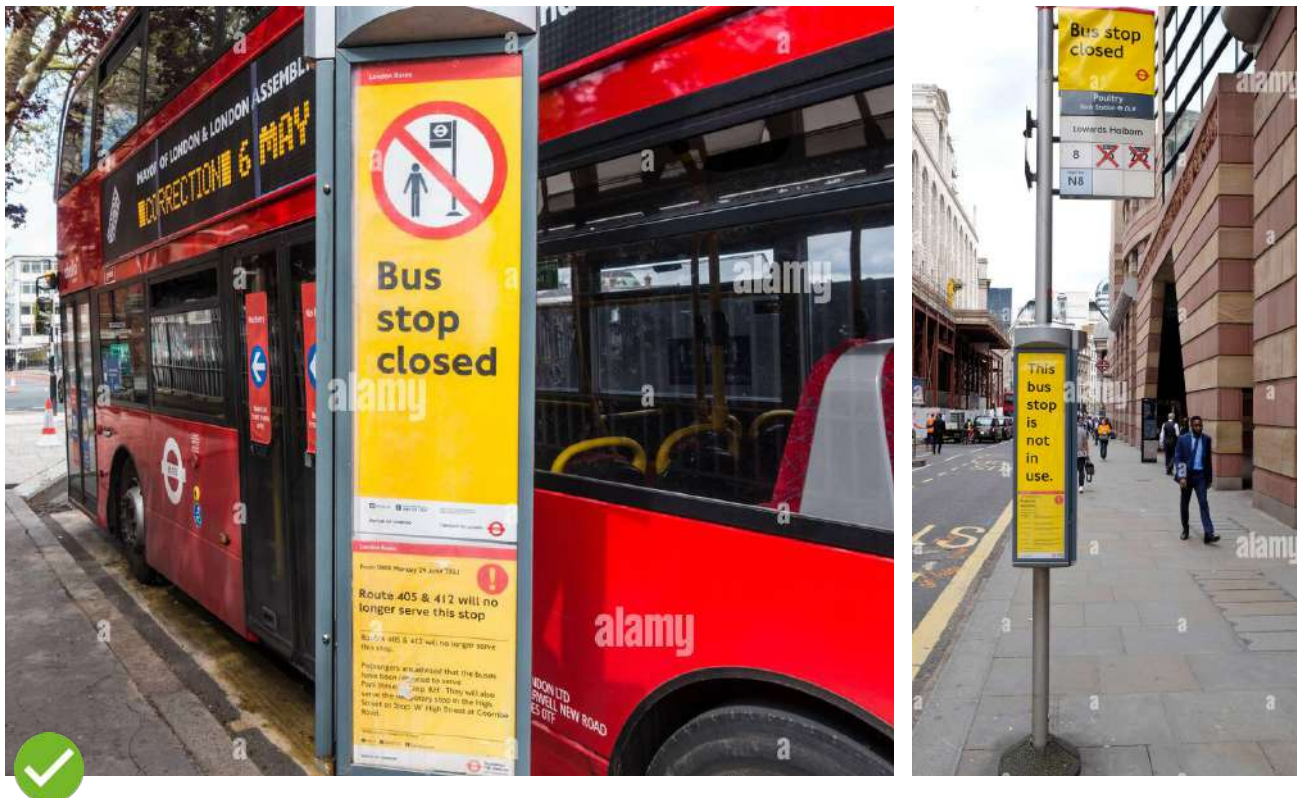
10. It is recommended to equip bus shelters with Passenger Information System (PIS) boards displaying real-time bus information. These boards should be clearly visible at all times, and, if feasible, suspended from the shelter's roof for optimal placement. During the testing phase, the LED brightness should be assessed to ensure clarity without causing glare, especially during daytime hours.



The PIS LED board must be visible at all times and should not have any glare or brightness issues. It is ideal to suspend it from the roof
Location: Bengaluru

Shelters not in use:

11. It is essential to install clear and visible signage on bus shelters that are not in use. This signage should effectively inform passengers of the inactive status of the shelter and guide them to nearby active shelters, minimizing confusion and ensuring a smooth transit experience.



Clear Signage for Inactive Bus Shelters. Location: London; Source:Alamy

II. Ease of Access:

Pathways to the bus shelter:

1. Bus shelters should have direct access to paved and even usable footpaths to ensure safe and convenient pedestrian access. This improves accessibility for individuals with disabilities, seniors and those with strollers or luggage, reduces pedestrian-vehicle conflicts and creates safer waiting areas for all users.
2. The footpath access should be free of any encroachments such as parking, vending, property edges etc. In cases where footpaths cannot be installed, a designated bus stop pavement should be provided to ensure passengers have a comfortable waiting space.



3. To ensure safe and convenient access to bus stops on opposite sides of the road, it is recommended to provide secure pedestrian crossing facilities. This access can be provided through at-grade pedestrian crossings, subways etc. enabling secure and convenient crossing between shelters.



4. When locating or relocating bus shelters, multi-modal integration should be prioritized to ensure that shelters are positioned within a walkable distance of 500 meters from other transit modes, such as suburban trains or metro stations.



Condition of the bus stop waiting area:

5. The bus shelter pavement and footpath must be level to ensure seamless accessibility. The elevated shelter design illustrated in the left image below was meant to align with the 0.4m floor height of low-floor MTC buses, facilitating direct boarding for wheelchair users. However, while side ramps allow access for wheelchair users to the waiting area, the front steps hinder direct boarding, negating the intended purpose of ramps. Furthermore, maintaining a 0.4m pavement height along the entire shelter frontage violates IRC standards and poses tripping hazards for users.

To prevent such design blunders, universally accessible shelter designs should be developed in consultation with accessibility experts. It is recommended to convene a joint meeting with relevant stakeholders to review and rectify these design flaws, ensuring that infrastructure investments genuinely enhance accessibility and safety without incurring unnecessary additional costs.



Location: London; Source: Intelligent transport

6. All bus shelters should be installed on a dedicated pavement area that adheres to the IRC standard height of 0.15 meters. This ensures a safe and accessible waiting space for passengers, as opposed to being located directly on the road. When the pavement height exceeds 0.15 meters, it creates tripping hazards that can jeopardize the safety of users.

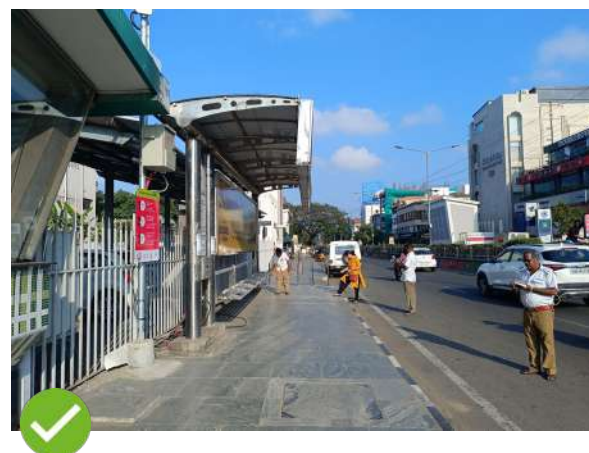


7. The bus stop waiting area should adhere to a minimum width of 1.2 meters in accordance with the IRC standards. This specification provides sufficient space for passengers to wait comfortably, enhancing accessibility and safety for all users.

Furthermore, considering passenger demand during peak hours and the available space, it is recommended to deploy a series/set of bus shelters at the designated stop. This will not only enhance the waiting experience by offering ample room but also reduce overcrowding, ultimately improving overall comfort for all passengers.



8. The bus stop waiting area should be paved with a even, non-slippery surface to ensure seamless accessibility for all users, including individuals with disabilities and those carrying strollers or luggage. An even surface minimizes the risk of tripping hazards and allows for safe movement to and from the bus shelter.



9. It is recommended to incorporate tactile paving at the bus shelter and along the pathway leading to the bus boarding area. This feature would support seamless navigation for visually impaired passengers, enabling them to access the bus safely and independently.



III. Safety:

Gender focused safety considerations:

1. To improve safety and visibility, bus shelters should meet IRC standards by providing uniform lighting levels of 30-40 lux. Currently, many shelters in Chennai rely on illumination from advertisement panels or nearby ambient and street lights, which do not adequately meet the standards compromising safety, particularly for women and vulnerable passengers.



Location: Bus stop, Karnataka; Source: Twitter

2. Bus shelters should be strategically located to eliminate any dead spaces behind them, prioritizing gender-focused design considerations. This approach not only improves safety and visibility for passengers, particularly women and vulnerable groups, but also deters anti-social behavior, creating a more secure and inviting environment.



3. **Optimised safety:**
Bus shelters should be designed without any protruding or hazardous elements in the waiting area, ensuring a safe environment for all users. Additionally, shelters should display functional emergency helpline numbers prominently, enhancing accessibility to support in case of emergencies.



IV. Essential Facilities:

1. Bus shelters should have sturdy pole structures and durable roofs to protect passengers from harsh weather conditions. Regular inspections are essential to identify any damage to roofs or pole structures and to ensure timely maintenance, keeping the shelters safe and functional for all users.



2. Seating at bus shelters should follow ergonomic standards, maintaining a height between 0.4m and 0.6m for passenger comfort. Seats that are too low (as shown in the image on the left) or broken (as shown on the right) create inconvenience for users, reducing accessibility and comfort. Regular maintenance is key to ensuring that seating remains user-friendly.



3. The Hon'ble Chief Minister inaugurated the Free Wi-Fi program on Feb 2024, which includes 500 Wi-Fi access points throughout Chennai, including bus shelters. To further enhance connectivity, waiting experiences, and accessibility for passengers, it is recommended to extend this initiative along with user instructions to all bus shelters in the city.



CHAPTER - 6

DETAILED ASSESSMENT OF INDIVIDUAL BUS STOPS

Coordinates : 13.08283, 80.17110

RoW of Street : 12m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 8m x 0.9m

Footpath access to the bus shelter hijacked by street vendors!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

3

Useable footpath to access the bus stop

0

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The bus shelter is located on a 1.8m wide, paved and even footpath. However, despite the availability of the footpath, it remains inaccessible to the public due to encroachments by street vendors. The waiting area at the bus stop is cramped, measuring just 0.9m wide, which is below the 1.2m IRC standard.

Safety: The bus shelter lacks adequate lighting of 30-40 lux and the narrow space behind the shelter is a dead space filled with garbage. Additionally, the seating is frequently occupied by homeless individuals and the helpline numbers are not displayed in the shelter.

Essential Facilities: The structure of the bus shelter is in good condition and is equipped with WiFi.



2 | Mogappier west depot (Opp.)

Coordinates : 13.08297, 80.17109

RoW of Street : 12m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 8m x 1.8m

LoS - C

05 / 20

Dilapidated Bus Shelter forces passengers to endure!

Passenger Information

0

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

0

Updated route numbers specified

0

Ease of Access

1

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc...

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

2

Good and functional bus shelter pole structure

0

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The bus stop lacks essential information at the waiting area, including bilingual nameboards and MTC bus route numbers. Furthermore, the nameboard on the roof is severely damaged and unreadable.

Accessibility: There is no accessible footpath leading to the bus stop and the bus shelter pavement is damaged. Although the waiting area of the bus shelter is 1.8m wide, it is frequently obstructed by street vendors and parked vehicles.

Safety: The bus shelter lacks lighting and the area behind the shelter which is over 3m wide is neglected and frequently filled with garbage. Additionally, there is no information available about helpline numbers.

Essential Facilities: The bus shelter's pole structure is in a dilapidated state, although the roof (excluding the damaged nameboard) and seating remain functional.



3 | M.G.R. Silai

Coordinates : 13.08537, 80.16985

RoW of Street : 12m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location!

- The 1.2m wide footpath at the existing bus stop is inadequate for installing a shelter.
- There is no bus stop flag or post to indicate the presence of a bus stop.
- The footpath is almost at the same level as the road, with a clearance of less than 0.15m above the ground.
- The current bus stop location is encroached upon by adjacent commercial properties and shops.
- An alternative location for the bus stop should be proposed.



4 | M.G.R. Silai (opp.)

Coordinates : 13.08566, 80.16996

RoW of Street : 12m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location!

- There is no accessible footpath leading to the bus stop.
- There is no bus stop flag or post to indicate the presence of a bus stop.
- The current bus stop location is encroached upon by street vendors.
- Availability of adequate space to install a bus shelter of size 9m x 2.5m.



Coordinates : 13.08871, 80.17151

RoW of Street : 18m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 5m

Passengers choose roadside boarding over the neglected Bus Shelter!

Passenger Information

1

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

1

Specification of route numbers but not updated

0

Updated route numbers specified

0

Ease of Access

1

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

0

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc...

0

Safety

0

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

0

Good and functional bus shelter pole structure

0

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

0

Availability of WiFi at the bus stop

0

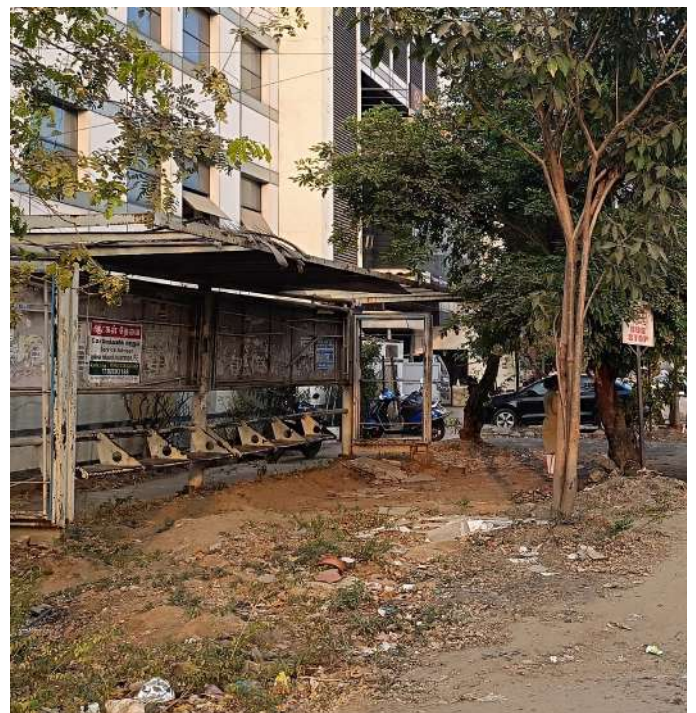
Key Findings:

Information : The bus stop does not provide any basic information, such as a bilingual nameboard or MTC bus route numbers.

Accessibility: There is no accessible footpath leading to the bus stop the bus stop lacks a paved surface and is situated in a muddy area, making it uncomfortable and inconvenient for passengers. Furthermore, the bus shelter waiting area of 5m width is obstructed by parked vehicles.

Safety: The bus stop is in disrepair and lacks lighting, contributing to its dilapidated condition. Additionally, the space behind the shelter of width 2m is predominantly used for parking vehicles, further compromising safety.

Essential Facilities: The entire bus shelter is in such poor condition that it requires complete replacement.



6 | Wavin (Opp.)

Coordinates : 13.08871, 80.17151

RoW of Street : 18m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 8m x 6.5m

LoS - C

03 / 20

Passengers forced to use broken seatings at neglected Bus Shelter!

Passenger Information

1

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

2

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc...

0

Safety

0

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

0

Good and functional bus shelter pole structure

0

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

0

Availability of WiFi at the bus stop

0

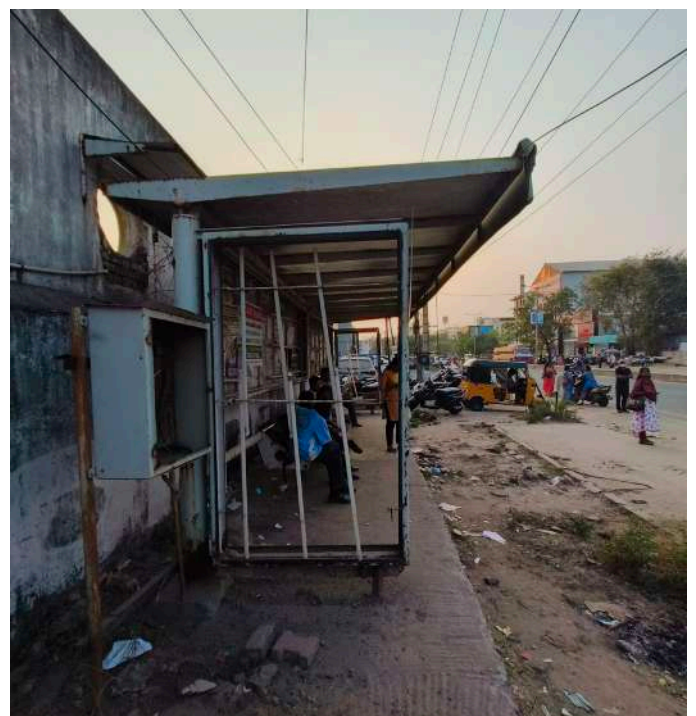
Key Findings:

Information : The bus stop lacks a bilingual nameboard at both the waiting area and the roof. The roof currently displays only route numbers and they are not up-to-date.

Accessibility: There is no footpath access to the bus shelter. Although, the bus stop waiting area is 6.5m wide, the existing bus stop pavement is uneven, damaged and at multiple levels without a ramp access adding to the passenger discomfort and inconvenience.

Safety: The bus stop is in disrepair and lacks both lighting and helpline numbers. Furthermore, the shelter is surrounded by unclaimed and other parked vehicles, creating an unsafe environment.

Essential Facilities: The entire bus shelter, including its seating, is in such poor condition that complete replacement is necessary.



7 | Golden Flats

Coordinates : 13.08840, 80.17851

RoW of Street : 35m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 1.5m

LoS - B

09 / 20

Bus Shelter at road level fails to align with standard footpath height!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

3

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

0

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

1

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

3

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

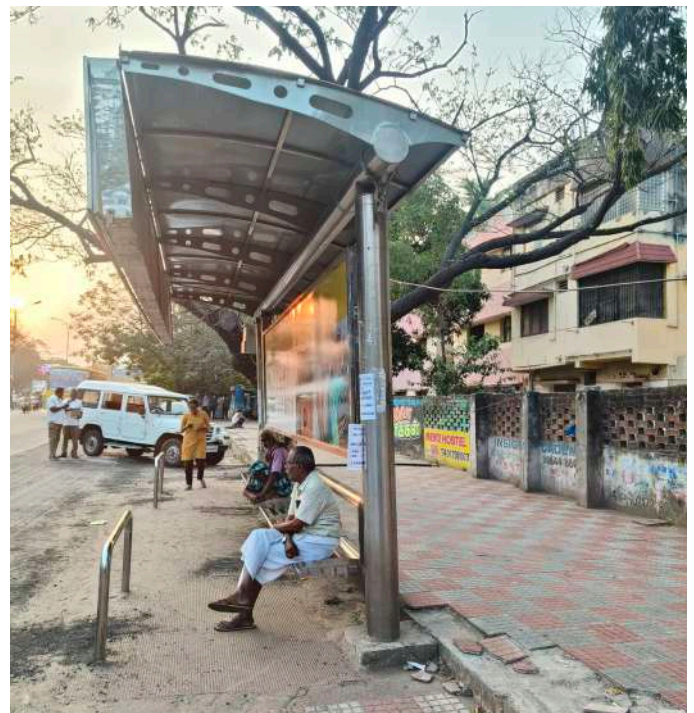
Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The space behind the bus shelter offers continuous footpath access of width 4m and is frequently used by pedestrians. However, the bus shelter pavement is at road level, creating a significant level difference from the standard footpath without a ramp for universal accessibility. The bus stop waiting area of width 1.5m is severely covered in road dust and has a damaged pavement.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and helpline numbers.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



8 | Golden Flats (Opp.)

Coordinates : 13.08812, 80.17915

RoW of Street : 35m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size : 9m x 2.5m

LoS - A

14 / 20

Cramped Bus Shelter pushes passengers to the roadside!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

5

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

1

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The bus shelter sits on a 6m wide, even paved footpath with a 4m wide uninterrupted pedestrian path behind it. However, due to lack of enforcement, street vendor stalls encroach on the path. The waiting area is also cramped at just 1m wide, forcing people to stand on the road or sit on the footpath during peak hours.

Safety: The footpath near the shelter displays the helpline number but the shelter lacks consistent lighting levels of 30-40 lux.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



9 | TS Krishna Nagar

Coordinates : 13.08821, 80.18415

RoW of Street : 35m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 8m x 3m

LoS - B

10 / 20

Bus Shelter at road level fails to align with standard footpath height!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

3

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

0

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

1

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The space behind the bus shelter offers continuous footpath access of width 3m and is frequently used by pedestrians. However, the bus shelter pavement is at road level, creating a significant level difference from the standard footpath without a ramp for universal accessibility. The bus stop waiting area is 3m wide and has a damaged pavement.

Safety: The bus shelter lacks adequate lighting of 30-40 lux and helpline numbers. Additionally, the broken pavement poses a safety risk, as it may cause passengers to slip and fall in the muddy area.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



10 | TS Krishna Nagar (Opp.)

Coordinates : 13.08790, 80.18383

RoW of Street : 35m wide road

Type of shelter : Set of bus shelters (2 shelters)

Bus shelter size : 20m x 1m

LoS - A

11.5 / 20

Cramped Waiting Space; Passengers Spill Over!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1.5

Bilingual name board at the bus stop waiting area

0.5

Bilingual name board at the roof of the shelter

0.5

Specification of route numbers but not updated

0.5

Updated route numbers specified

0

Ease of Access

4

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Of the two bus shelters, only one has a bilingual nameboard in the waiting area, while the other has it on the shelter roof. Additionally, only one shelter displays MTC bus route numbers, but these numbers are outdated.

Accessibility: Both bus shelters are located on a 6m wide, evenly paved footpath with a 4m wide uninterrupted pedestrian path behind them. However, due to a lack of enforcement, street vendors encroach on the path. The waiting areas at the shelters are cramped, with one shelter offering only 1m of space and the other 1.2m.

Safety: The bus shelter lacks uniform and consistent lighting of 30-40 lux and helpline numbers.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



11 | Collector Nagar

Coordinates : 13.08784, 80.19006

RoW of Street : 35m wide road

Type of shelter : Set of bus shelters (2 shelters)

Bus shelter size (length x waiting area) : 8m x 1.8m ; 8m x 3m

LoS - B

8.5 / 20

Dim Shelters, Blocked Paths: A Safety and Accessibility Crisis!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information 2	Bilingual name board at the bus stop waiting area	0.5
	Bilingual name board at the roof of the shelter	1
	Specification of route numbers but not updated	0.5
	Updated route numbers specified	0
Ease of Access 3	Useable footpath to access the set of bus shelters	0
	Bus stop pavement and footpath are on the same level	1
	Bus stop waiting area is paved and even	0
	Height of the bus shelter waiting area is 0.15m	1
	Width of the bus stop waiting area is not less than 1.2m	1
	Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)	0
	Multi-modal integration within 500m of transit modes	0
	No encroachment at the bus stop by vending/parking/etc...	0
Safety 0.5	Uniform and consistent lighting of 30-40 lux at the bus stop	0
	Absence of perceived unsafe dead spaces behind the shelter	0
	Information on functional emergency helpline numbers	0.5
	Absence of unsafe/hazardous waiting area for passengers	0
Essential facilities 3	Good and functional bus shelter pole structure	1
	Good and functional bus shelter roof	1
	Comfortable seatings at height between 0.4 - 0.5m	1
	Availability of WiFi at the bus stop	0

Key Findings:

Information : Of the two bus shelters, only one has a bilingual nameboard in the waiting area, while both the shelters have the nameboard on the shelter roof. Additionally, only one shelter displays MTC bus route numbers, but these numbers are outdated.

Accessibility: Both bus shelters are located on a 3.5m wide footpath that is broken and uneven. Railings enclose the waiting areas, disrupting the continuous pedestrian flow. The shelters are misaligned: one is positioned forward, creating a 1.2m unused space behind it and a 1.8m waiting area. The other is pushed to the property edge, offering a 3m wide waiting area, but it is obstructed by railings, uneven pavements and vendor encroachments.

Safety: The bus shelters pose safety risks due to inadequate lighting below the 30-40 lux standard. Misaligned positioning and obstructive railings create unused spaces that increase vulnerability, while a lack of enforcement on illegally parked vehicles further undermines safety.

Essential Facilities: The bus shelter is in good condition and is not equipped with WiFi.



12 | Collector Nagar Extn.

Coordinates : 13.08743, 80.19336

RoW of Street : 35m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 3m

LoS - B

10 / 20

Road-level bus shelter pavement and missing footpath!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

2

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The 3m-wide space behind the bus shelter, intended for footpath use, is encroached upon by parked vehicles, disrupting the continuous pedestrian flow. Both the bus shelter pavement and the footpath are at road level and the waiting area of 3m width, features a damaged pavement.

Safety: The bus shelter lacks adequate lighting of 30-40 lux and helpline numbers.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



13 | Collector Nagar (Opp.)

Coordinates : 13.08770, 80.18928

RoW of Street : 35m wide road

Type of shelter : Set of bus shelters (3 shelters)

Bus shelter size : 30m x 2.8m

LoS - B

12 / 20

Dim Shelters, Encroached Paths: A Safety and Accessibility Crisis!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2

Bilingual name board at the bus stop waiting area

0.3

Bilingual name board at the roof of the shelter

0.6

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

6

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

1

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

3

Good and functional bus shelter pole structure

0.6

Good and functional bus shelter roof

0.3

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Out of the 3 bus shelters, only 1 has a bilingual nameboard at the waiting area, while 2 have bilingual nameboards on the shelter roof and its is in a damaged condition. Additionally, only 2 shelters display MTC bus route numbers, but these numbers are not up-to-date.

Accessibility: The bus shelter sits on a 5m wide, even paved footpath with a 2m wide continuous pedestrian path behind it. However, due to lack of enforcement, this access is interrupted by street vendor stalls. The bus stop waiting area is 2.8m wide but has a damaged pavement.

Safety: The bus shelter and the footpath behind lacks uniform and consistent lighting of 30-40 lux. Out of the 3 bus shelters, only 1 shelter specified the helpline number in the roof.

Essential Facilities: Out of the 3 bus shelters, 1 has a dilapidated pole, 2 have dilapidated roofs, but all 3 have seating in good condition. One shelter is equipped with WIFI.



14 | Thirumangalam EB

Coordinates : 13.08737, 80.19761

RoW of Street : 35m wide road

Type of shelter : Set of bus shelters (3 shelters)

Bus shelter size : 30m x 4m

LoS - B

11.3 / 20

Steps and uneven levels render ramps useless at Bus Shelters!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2.3

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0.3

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

3

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

0

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Out of the 3 bus shelters, all the shelters have bilingual nameboard at the waiting area, while only 1 has bilingual nameboard on the shelter roof. Additionally, all the shelters display MTC bus route numbers in the waiting area, but these numbers are not up-to-date.

Accessibility: The bus shelter sits on a 4.5m-wide footpath, with a 4m-wide waiting area paved at two uneven levels and lacking ramps. This uneven surface, combined with damaged pavement, inconveniences pedestrians. While one shelter has side ramps, the front waiting area includes multiple steps, defeating the purpose of the ramps.

Safety: The bus shelter lacks uniform and consistent lighting of 30-40 lux. Out of the 3 bus shelters, only 1 shelter specify the helpline number in the roof.

Essential Facilities: All the bus shelters are in good condition and is equipped with WiFi.



15 | Thirumangalam EB (Opp.)

LoS - B

12.5 / 20

Coordinates : 13.08709, 80.19794

RoW of Street : 35m wide road ; Provision of Bus Bay

Type of shelter : Set of bus shelters (4 shelters)

Bus shelter size : 40m x 1.8m

Steps and uneven levels render ramps useless at Bus Shelters!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1.25

Bilingual name board at the bus stop waiting area

0.25

Bilingual name board at the roof of the shelter

0.75

Specification of route numbers but not updated

0.25

Updated route numbers specified

0

Ease of Access

5.25

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

0.75

Bus stop waiting area is paved and even

0.75

Height of the bus shelter waiting area is 0.15m

0.75

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

1

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Out of the 4 bus shelters only 1 shelter has a bilingual nameboard at the waiting area, while 3 have bilingual nameboards on the shelter roof. Additionally, only 1 shelter out of the 4 display MTC bus route numbers, but these numbers are not up-to-date.

Accessibility: The bus shelters are situated on a 4m wide footpath, with an average of 1.5m of space behind them for uninterrupted pedestrian access. Two shelters are misaligned and positioned forward towards the curb, resulting in a 1.2m waiting area. The other two shelters are slightly set back, offering a 2m wide waiting area. Of these, one shelter has side ramps, but the front waiting area features multiple steps, undermining the ramps' effectiveness.

Safety: The bus shelter and the especially the pathway behind lacks uniform and consistent lighting of 30-40 lux. Out of the 4 bus shelters, only 2 shelters display the helpline number in the roof.

Essential Facilities: All the bus shelters are in good condition and is equipped with WiFi.



16 | Thirumangalam Metro

Coordinates : 13.08543, 80.20125

RoW of Street : 30m wide road

Type of shelter : Set of bus shelters (2 shelters)

Bus shelter size : 20m x 2.5m

LoS - A

15 / 20

Parking encroachment due to insufficient metro parking spaces!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

7

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

1

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking/etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Both the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, both the shelters display MTC bus route numbers, but these numbers are outdated.

Accessibility: Both bus shelters are situated on a 4m wide, evenly paved footpath with no dead spaces behind. The waiting area is adequately sized, measuring 2.5m in width.

Safety: The bus shelter lacks uniform and consistent lighting of 30-40 lux and helpline numbers.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



17 | Thirumangalam Metro (Opp.)

LoS - C

0 / 20

Coordinates : 13.08513, 80.20162

RoW of Street : 30m wide road; Provision of Bus Bay

Lack of shelter at the bus stop location

- The existing bus stop location adjacent to the metro station has 2m wide footpath.
- The footpath height adheres to the IRC standard, at 0.15m above ground.
- The bus stop is clearly demarcated with a designated bus bay.
- Sufficient space is available to install a 9m x 2.5m shelter.



18 | Anna Nagar Roundtana (Opp.)

LoS - C

0 / 20

Coordinates : 13.08455, 80.21677

RoW of Street : 30m wide road

Lack of shelter at the bus stop location

- The existing bus stop location lacks a proper footpath.
- The area is encroached upon by parking from adjacent commercial properties.
- The bus stop is marked with parking cones.
- There is enough space to install a 9 x 2.5m shelter.



19 | Thirumangalam Metro Extension

Coordinates : 13.08514, 80.20173

RoW of Street : 30m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 8m x 1.8m

LoS - A

14 / 20

Bus shelter in good condition but not in use!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

6

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The bus shelter is situated on a 2.5m-wide, even, and paved footpath, with a waiting area 1.8m wide. However, the close positioning of bollards unfortunately prevents wheelchair access.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and helpline numbers.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



20 | Thirumangalam Metro near junction (Opp.)

Coordinates : 13.08523, 80.19947

RoW of Street : 30m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 6m x 2.5m

LoS - B

08 / 20

Lack of bus stop pavement restrict shelter access!

Passenger Information

2

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

1

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

2

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

0

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

2

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The bus shelter features a bilingual nameboard on the roof but lacks one at the waiting area. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The space behind the bus shelter provides a 2m wide continuous footpath but is frequently encroached upon by parked vehicles from nearby commercial properties. Positioned directly at road level without a raised pavement, the shelter lacks proper separation from the street. The narrow 1.2m waiting area is often coated in road dust, further diminishing the comfort and accessibility for users.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and helpline numbers.

Essential Facilities: The bus shelter roof is in a dilapidated condition.



21 | Thirumangalam Metro near junction

Coordinates : 13.08547, 80.19918

RoW of Street : 30m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 6m x 1.5m

LoS - B

08 / 20

Broken bus stop pavement restrict shelter access!

Passenger Information

2

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

1

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

2

Useable footpath to access the bus stop

0

Bus stop pavement and footpath are on the same level

0

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

2

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The bus shelter features a bilingual nameboard on the roof but lacks one at the waiting area. MTC bus route numbers are not displayed in the shelter.

Accessibility: The bus shelter is positioned at road level, lacks a pavement, and has a waiting area that is 1.5m wide. There is no footpath access to the bus stop, and the space adjacent to the bus shelter is encroached upon by parked vehicles, severely restricting comfort and accessibility for users.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and helpline numbers.

Essential Facilities: The bus shelter roof is in a good condition.



22 | 12th main road

Coordinates : 13.08547, 80.19918

RoW of Street : 30m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 20m x 4m

LoS - A

16 / 20

Well-Planned Bus Shelters: Spacious Waiting Areas Near Metro Link!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

7

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking/etc...

1

Safety

3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Both the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, both the shelters display MTC bus route numbers, but these numbers are outdated.

Accessibility: Both bus shelters are situated on a 5m wide, evenly paved footpath with no dead spaces behind. The waiting area is adequately sized, measuring 4m in width.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: Both the bus shelters are in good condition and is equipped with WiFi.



23 | 12th main road (Opp.)

Coordinates : 13.08501, 80.20458

RoW of Street : 30m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 2.5m

LoS - A

15 / 20

Parking encroachment blocking Bus Shelters!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

6

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

0

Safety

3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The bus shelter sits on a 3.5m-wide, evenly paved footpath, offering a 2.5m-wide waiting area. However, access is significantly hindered by parked vehicles encroaching in front of the shelter, obstructing pedestrian flow and limiting accessibility.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



24 | Anna Nagar Tower

Coordinates : 13.08518, 80.20735

RoW of Street : 30m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 1.2m

LoS - A

17 / 20

Bus shelter overflows during peak hours!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

8

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

1

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

1

Safety

3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The bus shelter is positioned on a 2.4m-wide, evenly paved footpath with a 1.2m-wide waiting area. However, during peak hours, the shelter is insufficient to accommodate the crowd, causing passengers to spill over beyond the shelter area.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



25 | Anna Nagar Tower (Opp.)

LoS - A

17 / 20

Coordinates : 13.08481, 80.20942

RoW of Street : 30m wide road; Provision of Bus Bay

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 2.8m

Bollard spacing fails wheelchair accessibility standards!

Passenger Information 2	Bilingual name board at the bus stop waiting area	1
	Bilingual name board at the roof of the shelter	0
	Specification of route numbers at the bus stop	1
	Updated route numbers specified	0
Ease of Access 8	Useable footpath to access the bus stop	1
	Bus stop pavement and footpath are on the same level	1
	Bus stop waiting area is paved and even	1
	Height of the bus shelter waiting area is 0.15m	1
	Width of the bus stop waiting area is not less than 1.2m	1
	Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)	1
	Multi-modal integration within 500m of transit modes	1
	No encroachment at the bus stop by vending/parking etc..	1
Safety 3	Uniform and consistent lighting of 30-40 lux at the bus stop	0
	Absence of perceived unsafe dead spaces behind the shelter	1
	Information on functional emergency helpline numbers	1
	Absence of unsafe/hazardous waiting area for passengers	1
Essential facilities 4	Good and functional bus shelter pole structure	1
	Good and functional bus shelter roof	1
	Comfortable seatings at height between 0.4 - 0.5m	1
	Availability of WiFi at the bus stop	1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The bus shelter is situated on a 3.6m-wide, evenly paved footpath with a 2.8m-wide waiting area. However, the bollards installed to prevent vehicle movement also restrict wheelchair access. Since the shelter is well integrated with the metro, it is crucial to provide adequate spacing between the bollards to ensure accessible access for wheelchair users.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



26 Anna Nagar Tower 2 (Opp.)

Coordinates : 13.08486, 80.20784

RoW of Street : 30m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 1.5m

LoS - A

14 / 20

Bus shelter in good condition but not in use!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

6

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The bus shelter is located on a 2.5m-wide, evenly paved footpath with a 1.5m-wide waiting area. However, since the shelter is currently not in use and does not offer bus services, parked vehicles have encroached in front of it, limiting accessibility.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and helpline numbers.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



Coordinates : 13.08502, 80.21154

RoW of Street : 30m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 2.5m

Pavement, parking and lighting issues harm shelter safety!

Passenger Information 2	Bilingual name board at the bus stop waiting area	1
	Bilingual name board at the roof of the shelter	0
	Specification of route numbers at the bus stop	1
	Updated route numbers specified	0
Ease of Access 3	Useable footpath to access the bus stop	1
	Bus stop pavement and footpath are on the same level	0
	Bus stop waiting area is paved and even	0
	Height of the bus shelter waiting area is 0.15m	0
	Width of the bus stop waiting area is not less than 1.2m	1
	Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)	0
	Multi-modal integration within 500m of transit modes	1
	No encroachment at the bus stop by vending/parking etc..	0
Safety 1	Uniform and consistent lighting of 30-40 lux at the bus stop	0
	Absence of perceived unsafe dead spaces behind the shelter	0
	Information on functional emergency helpline numbers	1
	Absence of unsafe/hazardous waiting area for passengers	0
Essential facilities 4	Good and functional bus shelter pole structure	1
	Good and functional bus shelter roof	1
	Comfortable seatings at height between 0.4 - 0.5m	1
	Availability of WiFi at the bus stop	1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The bus shelter is situated on a 3.6m-wide footpath. The bus stop pavement is raised 0.15m above the footpath level and has an uneven and damaged waiting area of 2.5m wide. Additionally, the encroachment of parked vehicles in front of the shelter further limits accessibility.

Safety: The bus shelter lacks consistent lighting at the recommended 30-40 lux. The uneven and damaged waiting area poses tripping hazards for users.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



28 | Ayyappan Koil

Coordinates : 13.08497, 80.21317

RoW of Street : 30m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 25m x 1.8m

LoS - A

14 / 20

Parking, Vending encroachments blocking Bus Shelters!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

6

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking/etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Both the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, both the shelters display MTC bus route numbers, but these numbers are outdated.

Accessibility: Both bus shelters are situated on a 2.4m wide, evenly paved footpath. The waiting area is adequately sized, measuring 1.8m in width. Additionally, the encroachment of parked vehicles and street stalls in front of the shelter further limits accessibility.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: Both the bus shelters are in good condition and is equipped with WiFi.



29 | Anna Nagar Roundtana

Coordinates : 13.08486, 80.21589

RoW of Street : 30m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 6m x 1.2m

LoS - B

10 / 20

Bus shelter overflows during peak hours!

Passenger Information

2

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

1

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

4

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

2

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The bus shelter features a bilingual nameboard on the roof but lacks one at the waiting area. MTC bus route numbers are not displayed in the shelter.

Accessibility: The bus shelter lacks footpath access. The bus stop pavement is 4m wide with a damaged waiting area of 1.2m. The space adjacent to the shelter is encroached upon by parked vehicles, severely restricting comfort and accessibility. Additionally, there is an IPT stand next to the shelter.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and displays helpline number.

Essential Facilities: The bus shelter is in a dilapidated condition with damaged roof.



30 | Anna Nagar East Metro

Coordinates : 13.08468, 80.21993

RoW of Street : 30m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 2.8m

LoS - A

17 / 20

Bollard spacing fails wheelchair accessibility standards!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

8

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

1

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

1

Safety

3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

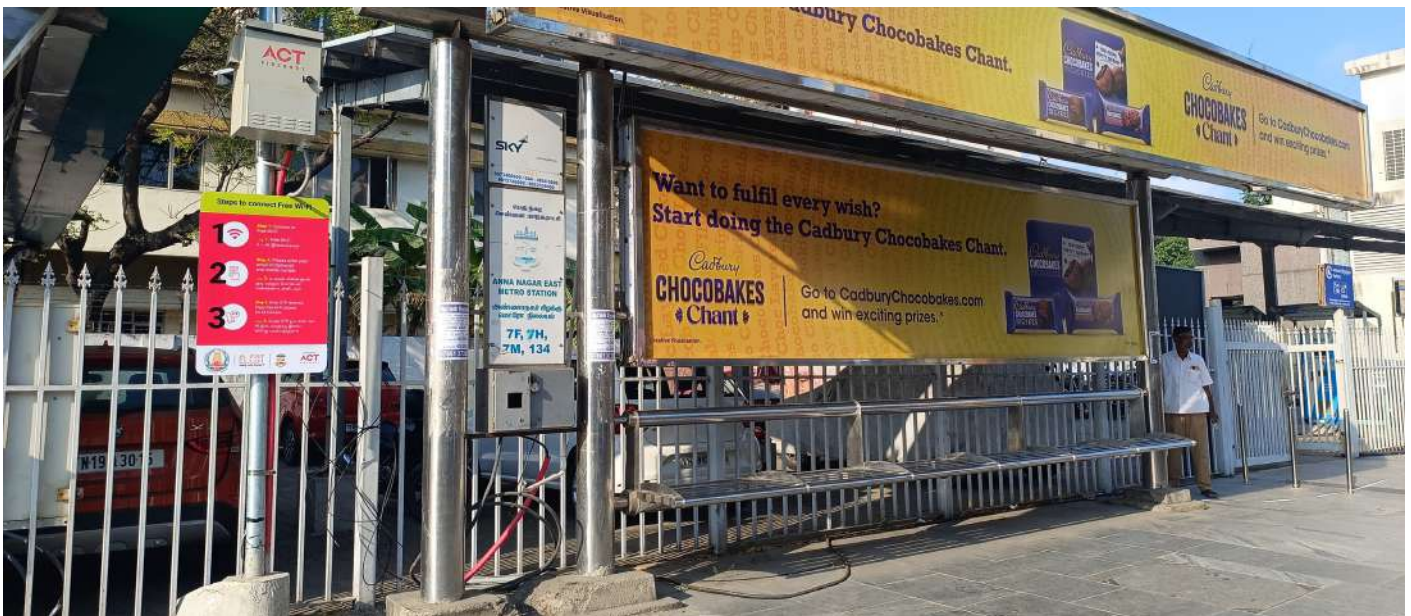
Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The bus shelter is situated on a 3.6m-wide, evenly paved footpath with a 2.8m-wide waiting area. However, the bollards installed to prevent vehicle movement also restrict wheelchair access. Since the shelter is well integrated with the metro, it is crucial to provide adequate spacing between the bollards to ensure accessible access for wheelchair users.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



31 | Anna Nagar East Metro (Opp.)

Coordinates : 13.08447, 80.21994

RoW of Street : 30m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 2.8m

LoS - A

16 / 20

Bollard spacing fails wheelchair accessibility standards!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

7

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

1

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

0

Safety

3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The bus shelter is situated on a 2.8m-wide, evenly paved footpath with a 2.1m-wide waiting area. However, the bollards installed to prevent vehicle movement also restrict wheelchair access. Since the shelter is well integrated with the metro, it is crucial to provide adequate spacing between the bollards to ensure accessible access for wheelchair users.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



Coordinates : 13.08471, 80.22455

RoW of Street : 18m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 6m x 1.2m

Broken walkways block smooth pedestrian movement!

Passenger Information

2

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

1

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

5

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

0

Safety

3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

2

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The bus shelter features a bilingual nameboard on the roof but lacks one at the waiting area. MTC bus route numbers displayed in the shelter are damaged and not updated.

Accessibility: The bus shelter is placed on a 2.4m wide paved and even footpath. The bus stop waiting area is of 1.2m width. The space behind the shelter is used as a parking space for adjacent commercial properties.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and displays helpline number.

Essential Facilities: The bus shelter is in a dilapidated condition with damaged roof.



33 | Anna Nagar Chintamani

LoS - A

14 / 20

Coordinates : 13.08406, 80.22500

RoW of Street : 18m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 20m x 1m

Cramped Bus Shelter pushes passengers to the roadside!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

5

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

1

Safety

3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Both the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, both the shelters display MTC bus route numbers, but these numbers are outdated.

Accessibility: Both bus shelters are positioned forward on a 2.4m-wide, evenly paved footpath. The waiting area is narrow and cramped, at just 1m wide, which is less than the standard. It is on the same level as the footpath, leaving a 1.5m dead space behind the shelters.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: Both the bus shelters are in good condition and is equipped with WiFi.



34 | Anna Nagar Girias

Coordinates : 13.08484, 80.22364

RoW of Street : 18m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 1.2m

LoS - B

10 / 20

Uneven pavement and debris threaten passenger safety!

Passenger Information

1

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

0

Updated route numbers specified

0

Ease of Access

4

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

1

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a damaged bilingual nameboard at the waiting area and lacks one on the roof. MTC bus route numbers are not displayed in the shelter.

Accessibility: The bus shelter is located on a 2.1m-wide footpath. The bus stop pavement has an uneven and damaged waiting area that is 1.2m wide. Additionally, construction debris near the shelter poses safety hazards for passengers.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux.

Essential Facilities: The bus shelter is in a good condition and is equipped with WiFi.



35 Kilpauk Garden Cemetery Road

Coordinates : 13.08321, 80.22991

RoW of Street : 24m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 20m x 1m

LoS - B

08 / 20

Pavement, parking and lighting issues harm shelter safety!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

0

Updated route numbers specified

0

Ease of Access

2

Useable footpath to access the set of bus shelters

0

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Both the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, both the shelters do not display MTC bus route numbers.

Accessibility: Both bus shelters are located on a 1.8m wide, broken and uneven footpath. The waiting area is damaged, narrow and cramped measuring just 1m in width. Additionally, the encroachment of parked vehicles on the footpath and adjacent roadside further restricts accessibility.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux. Parked vehicles blocking footpath access to the bus stop create additional safety concerns for pedestrians.

Essential Facilities: Both the bus shelters are in good condition and is equipped with WiFi.



36 | Bala Vihar

Coordinates : 13.08260, 80.23137

RoW of Street : 9m wide road

Type of shelter : Set of Bus Shelters (3 shelters)

Bus shelter size (length x waiting area) : 30m x 1.2m

LoS - B

13 / 20

Inconsistent bus shelter names!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1.5

Bilingual name board at the bus stop waiting area

0.6

Bilingual name board at the roof of the shelter

0.3

Specification of route numbers but not updated

0.6

Updated route numbers specified

0

Ease of Access

6

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

1

Safety

2.3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0.3

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

3.2

Good and functional bus shelter pole structure

0.6

Good and functional bus shelter roof

0.6

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

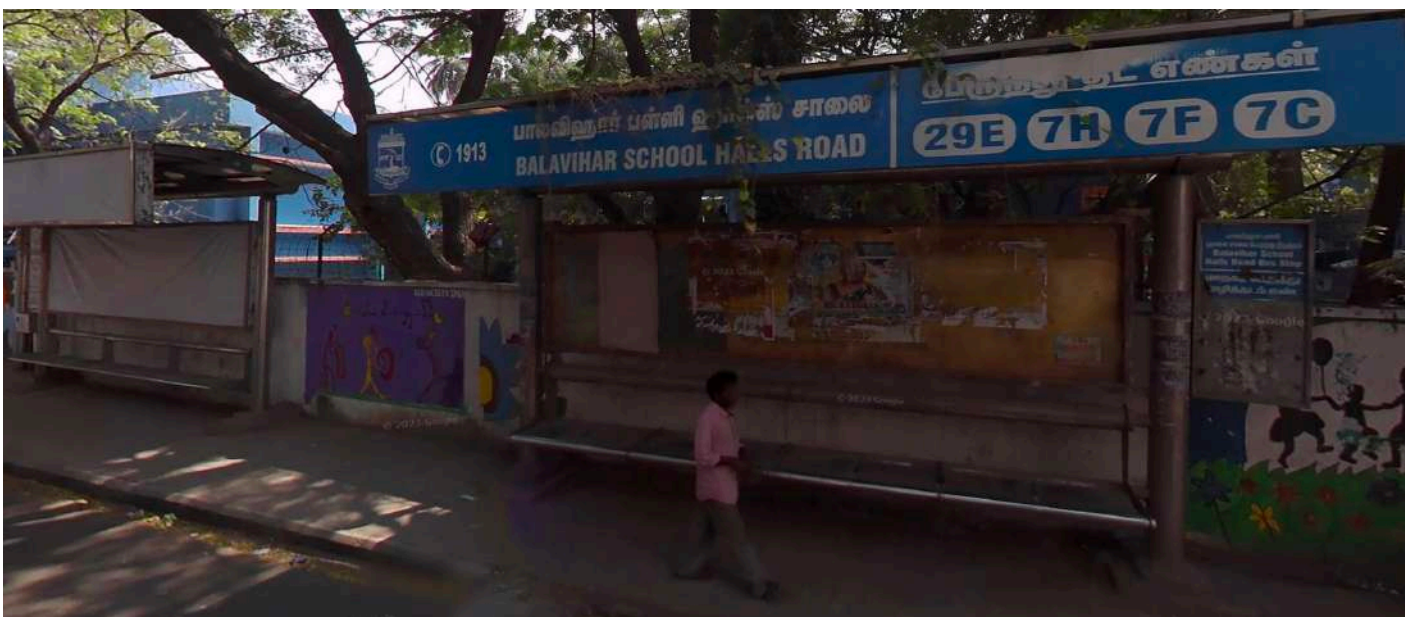
Key Findings:

Information : Of the three bus shelters, two have bilingual nameboards at the waiting area, while only one has a bilingual nameboard on the shelter roof. Additionally, only two shelters display MTC bus route numbers, but these are outdated. The name of the bus shelter is inconsistently displayed across all three shelters.

Accessibility: The bus shelter sits on a 2.4m-wide footpath. The bus shelter waiting area is 1.8m-wide and evenly paved.

Safety: The bus shelter lacks uniform and consistent lighting of 30-40 lux. Out of the 3 bus shelters, only 1 shelter specify the helpline number in the roof.

Essential Facilities: Out of the three bus shelters, one has a dilapidated pole structure and a damaged roof. The shelters are equipped with WiFi.



37 Kilpauk Garden

Coordinates : 13.083392, 80.233105

RoW of Street : 12m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 1.2m

LoS - C

06 / 20

Shelter info blackout: No name boards and route numbers!

Passenger Information

0

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

0

Updated route numbers specified

0

Ease of Access

5

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc...

1

Safety

0

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

1

Good and functional bus shelter pole structure

0

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter does not provide any information on the nameboard and the MTC bus route numbers.

Accessibility: The bus shelter lacks footpath access. The pavement at the bus stop is 2.1m wide and the waiting area is 1.2m wide. The bus stop pavement is obstructed by an electric pole in the middle, impeding pedestrian flow.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and does not display helpline number.

Essential Facilities: The bus shelter is in a dilapidated condition with damaged roof.



38 Kilpauk Garden / Oriental Bank

Coordinates : 13.083673, 80.23485

RoW of Street : 12m wide road

Type of shelter : Set of Bus Shelters (3 shelters)

Bus shelter size (length x waiting area) : 30m x 0.9m

LoS - B

09 / 20

Cramped Bus Shelter pushes passengers to the roadside!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1.5

Bilingual name board at the bus stop waiting area

0.6

Bilingual name board at the roof of the shelter

0.3

Specification of route numbers but not updated

0.6

Updated route numbers specified

0

Ease of Access

3

Useable footpath to access the set of bus shelters

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

1

Safety

1.3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0.3

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

3.2

Good and functional bus shelter pole structure

0.6

Good and functional bus shelter roof

0.6

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

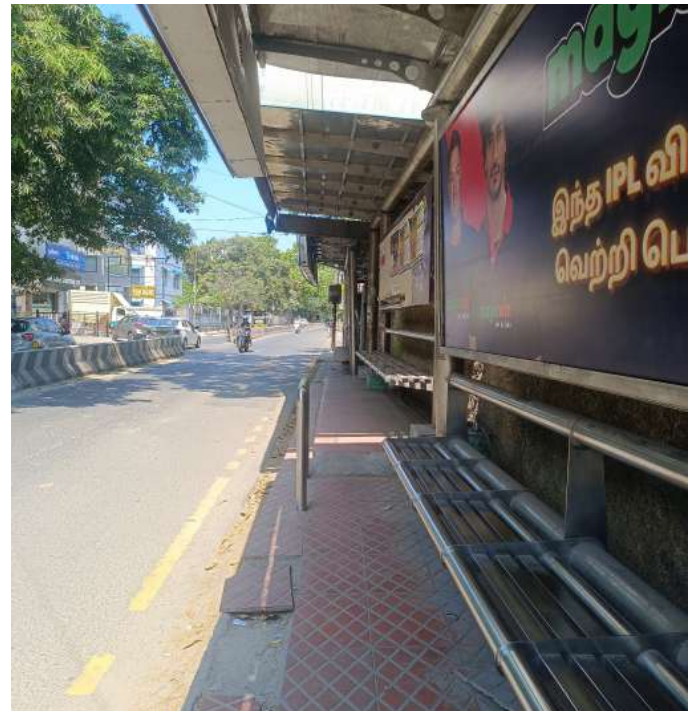
Key Findings:

Information : Of the three bus shelters, two have bilingual nameboards at the waiting area, while only one has a bilingual nameboard on the shelter roof. Additionally, only two shelters display MTC bus route numbers, but these are outdated. The name of the bus shelter is inconsistently displayed across all three shelters.

Accessibility: The bus shelter is situated on a 1.5m-wide footpath that is uneven and damaged. The waiting area is only 0.9m wide, making it significantly cramped and narrow. During peak hours, pedestrians struggle to find space and are often forced to stand on the road.

Safety: The bus shelter lacks uniform and consistent lighting of 30-40 lux. Pedestrian safety is at significant risk due to the insufficient and uneven footpath.

Essential Facilities: Out of the three bus shelters, one has a dilapidated pole structure and a damaged roof. The shelters are equipped with WiFi.



39 Mummy Daddy

Coordinates : 13.08367, 80.24009

RoW of Street : 12m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 6m x 0.9m

LoS - C

05 / 20

Dilapidated bus shelter sitting idle!

Passenger Information

0

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

0

Updated route numbers specified

0

Ease of Access

4

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

1

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

0

Good and functional bus shelter pole structure

0

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

0

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter does not provide any information on the nameboard and the MTC bus route numbers.

Accessibility: The bus shelter is located on a 1.5m-wide, even, and paved footpath. The waiting area is only 0.9m wide, making it significantly cramped and narrow. Additionally, the bus shelter is currently not in use and obstructs the footpath, interrupting the continuous flow of pedestrians.

Safety: The bus shelter lacks lightings and information on helpline numbers.

Essential Facilities: The entire bus shelter structure is in a dilapidated state and requires replacement.



40 | Kilpauk Garden Mummy Daddy

Coordinates : 13.08307, 80.24182

RoW of Street : 12m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 1.2m

LoS - B

08 / 20

Sloped pavement creates tripping hazards for passengers!

Passenger Information

1

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

0

Updated route numbers specified

0

Ease of Access

3

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

3

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The bus shelter features a damaged bilingual nameboard at the waiting area but lacks one on the roof. The MTC bus route numbers displayed are also damaged.

Accessibility: The bus shelter is located on a 2.1m-wide footpath. The pavement has an uneven waiting area with a slope, measuring 1.2m wide. Additionally, the space behind the shelter is used as a parking lot for adjacent commercial properties.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux. Additionally, the steep slope in the waiting area creates a tripping hazard for passengers.

Essential Facilities: The bus shelter is in a good condition and is equipped with WiFi.



41 | Kilpauk Garden Mummy Daddy (Opp.)

Coordinates : 13.08261, 80.24201

RoW of Street : 9m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 23m x 1m

LoS - C

06 / 20

Open holes and debris create tripping hazards in waiting area!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1.5

Bilingual name board at the bus stop waiting area

0.5

Bilingual name board at the roof of the shelter

0.5

Specification of route numbers but not updated

0.5

Updated route numbers specified

0

Ease of Access

1

Useable footpath to access the set of bus shelters

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

2.5

Good and functional bus shelter pole structure

0.5

Good and functional bus shelter roof

0.5

Comfortable seatings at height between 0.4 - 0.5m

0.5

Availability of WiFi at the bus stop

1

Key Findings:

Information : Of the two shelters, one features a bilingual nameboard in the waiting area, while the other has one on the roof. Additionally, only one shelter displays MTC bus route numbers, which are outdated.

Accessibility: The bus shelters lack footpath access. The pavement at the bus stop is broken and uneven, with a waiting area that is just 1.2m wide. Additionally, construction debris near the shelter further impedes accessibility.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux. Open holes and construction debris in the waiting area pose tripping hazards and safety concerns for pedestrians.

Essential Facilities: One bus shelter is in good condition, while the other is dilapidated and needs replacement.



42 | Abhirami Theatre

Coordinates : 13.08564 80.24659

RoW of Street : 18m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 30m x 1.2m

LoS - B

8.5 / 20

Waiting Area Woes: Poor Space Utilization and Access Issues!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1

Bilingual name board at the bus stop waiting area

0.5

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

0.5

Updated route numbers specified

0

Ease of Access

5

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

1.5

Good and functional bus shelter pole structure

0.5

Good and functional bus shelter roof

0.5

Comfortable seatings at height between 0.4 - 0.5m

0.5

Availability of WiFi at the bus stop

1

Key Findings:

Information : Of the two shelters, only one features a bilingual nameboard in the waiting area, while both lack on the roof. Additionally, only one shelter displays MTC bus route numbers, which are outdated.

Accessibility: The bus shelter is situated on a 4m-wide, even, and paved footpath. The waiting area, which is 1.2m wide, is enclosed by bollards to prevent vehicular movement. However, the shelter could have been repositioned further back to utilize the available space more effectively, instead of leaving it as an unused dead space. Additionally, the placement of the bollards does not accommodate wheel-chair access, restricting inclusive accessibility.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux and helpline numbers.

Essential Facilities: One bus shelter is in good condition, while the other is dilapidated and needs replacement.



43 | Dharmaprakash Hotel / Purasaiwalkam

Coordinates : 13.07981, 80.25463

RoW of Street : 14m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 30m x 1.2m

LoS - B

11.5 / 20

Dilapidated shelters require replacement!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1

Bilingual name board at the bus stop waiting area

0.5

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

0.5

Updated route numbers specified

0

Ease of Access

5

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

0

Safety

3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

2.5

Good and functional bus shelter pole structure

0.5

Good and functional bus shelter roof

0.5

Comfortable seatings at height between 0.4 - 0.5m

0.5

Availability of WiFi at the bus stop

1

Key Findings:

Information : Of the two shelters, only one features a bilingual nameboard on the roof while both the shelters lack at the waiting area. Additionally, only one shelter displays MTC bus route numbers, which are damaged and outdated.

Accessibility: The bus shelter is situated on a 3m-wide, even and paved footpath. The waiting area, is 2.4m wide.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux and helpline numbers.

Essential Facilities: One bus shelter is in good condition, while the other is dilapidated and needs replacement.



44 | Motcham Theatre

Coordinates : 13.08328, 80.24988

RoW of Street : 12m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 2.4m

LoS - A

14 / 20

Damaged pavement disrupts shelter accessibility!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

6

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

1

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed, although they are outdated.

Accessibility: The bus shelter is located on a 3m wide paved footpath, with a waiting area that is 2.4m wide. However, the pavement is broken and damaged, affecting accessibility.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and helpline numbers.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



45 | Motcham

Coordinates : 13.08460, 80.25011

RoW of Street : 18m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 20m x 3.6m

LoS - B

10.5 / 20

Shelter Split: One Standing Strong, One Ready for Replacement!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1

Bilingual name board at the bus stop waiting area

0.5

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

0.5

Updated route numbers specified

0

Ease of Access

5

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

2.5

Good and functional bus shelter pole structure

0.5

Good and functional bus shelter roof

0.5

Comfortable seatings at height between 0.4 - 0.5m

0.5

Availability of WiFi at the bus stop

1

Key Findings:

Information : Of the two shelters, only one features a bilingual nameboard at the waiting area while both the shelters lack on the roof. Additionally, only one shelter displays MTC bus route numbers, which are damaged and outdated.

Accessibility: The bus shelter is located on a 5m-wide, even, and paved footpath, with a spacious waiting area measuring 3.6m wide. However, the shelters are encroached upon by street vendors, restricting pedestrian movement.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux and helpline numbers.

Essential Facilities: One bus shelter is in good condition, while the other is dilapidated and needs replacement.



Coordinates : 13.08180, 80.25399

RoW of Street : 18m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 20m x 1m

Confined and Dim: Accessibility Challenges and Safety Risks!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

5

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

0

Safety

0

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

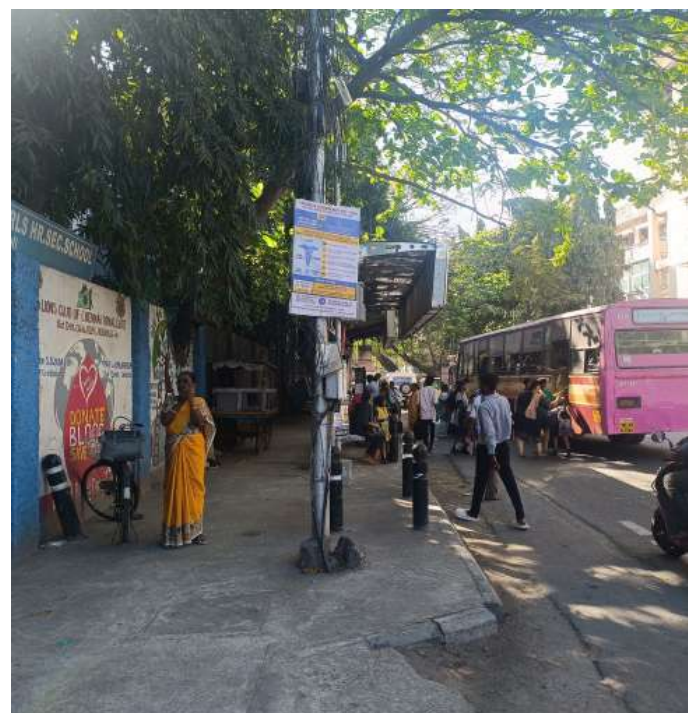
Key Findings:

Information : Both the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, both the shelters display MTC bus route numbers but outdated.

Accessibility: The shelters are located on a 2.4m-wide, even, paved footpath. However, the waiting area is cramped, measuring only 1m in width. The placement of bollards further restricts space, forcing passengers to wait on the roadside during peak hours. Encroachment by street vendors also limits accessibility.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux. The unused dead space behind the shelters compromises passenger safety by reducing visibility and potentially encouraging illegal activities.

Essential Facilities: Both the bus shelters are in good condition and is equipped with WiFi.



Coordinates : 13.08586, 80.25193

RoW of Street : 14m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 6m x 1.8m

Vendor goods crowd shelter spaces!

Passenger Information 1	Bilingual name board at the bus stop waiting area	0
	Bilingual name board at the roof of the shelter	0
	Specification of route numbers at the bus stop	1
	Updated route numbers specified	0
Ease of Access 5	Useable footpath to access the bus stop	1
	Bus stop pavement and footpath are on the same level	1
	Bus stop waiting area is paved and even	1
	Height of the bus shelter waiting area is 0.15m	1
	Width of the bus stop waiting area is not less than 1.2m	1
	Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)	0
	Multi-modal integration within 500m of transit modes	0
Safety 1	No encroachment at the bus stop by vending/parking etc..	0
	Uniform and consistent lighting of 30-40 lux at the bus stop	0
	Absence of perceived unsafe dead spaces behind the shelter	0
	Information on functional emergency helpline numbers	0
Essential facilities 1	Absence of unsafe/hazardous waiting area for passengers	1
	Good and functional bus shelter pole structure	0
	Good and functional bus shelter roof	0
	Comfortable seatings at height between 0.4 - 0.5m	1
	Availability of WiFi at the bus stop	0

Key Findings:

Information : The shelter lacks a nameboard and only displays outdated MTC bus route numbers.

Accessibility: The shelter is located on a 2.4m-wide, even, and paved footpath, with a 1.8m-wide waiting area. However, the bus stop pavement is encroached upon by street vendors, impeding pedestrian flow.

Safety: The bus shelter lacks consistent lighting of 30-40 lux and does not display a helpline number. The space behind the shelter is used by street vendors for storing goods, creating additional hazards

Essential Facilities: The bus shelter is in a dilapidated condition and requires replacement.



48 | Purasaivakkam

Coordinates : 13.08566, 80.25394

RoW of Street : 14m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 6m x 1.5m

LoS - B

09 / 20

Vendor goods crowd shelter spaces!

Passenger Information 2	Bilingual name board at the bus stop waiting area	0
	Bilingual name board at the roof of the shelter	1
	Specification of route numbers at the bus stop	1
	Updated route numbers specified	0
Ease of Access 5	Useable footpath to access the bus stop	1
	Bus stop pavement and footpath are on the same level	1
	Bus stop waiting area is paved and even	1
	Height of the bus shelter waiting area is 0.15m	1
	Width of the bus stop waiting area is not less than 1.2m	1
	Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)	0
	Multi-modal integration within 500m of transit modes	0
	No encroachment at the bus stop by vending/parking etc..	0
Safety 2	Uniform and consistent lighting of 30-40 lux at the bus stop	0
	Absence of perceived unsafe dead spaces behind the shelter	0
	Information on functional emergency helpline numbers	1
	Absence of unsafe/hazardous waiting area for passengers	1
Essential facilities 0	Good and functional bus shelter pole structure	0
	Good and functional bus shelter roof	0
	Comfortable seatings at height between 0.4 - 0.5m	0
	Availability of WiFi at the bus stop	0

Key Findings:

Information : The shelter has a nameboard on the roof and lacks on the waiting area and only displays outdated MTC bus route numbers.

Accessibility: The shelter is located on a 3m-wide, evenly paved footpath with a 1.5m-wide waiting area. Moving the shelter further back could have removed unused spaces and increased the waiting area. Currently, the pavement is obstructed by parked vehicles and street vendors, restricting pedestrian flow.

Safety: The bus shelter lacks uniform lighting of 30-40 lux and does not feature a helpline number. The area behind the shelter is used for parking vendor stalls, which further diminishes safety.

Essential Facilities: The bus shelter is in a dilapidated condition and requires replacement.



49 | Purasaivakkam Tank (Opp.)

Coordinates : 13.083362 80.254537

RoW of Street : 9m wide road

Type of shelter : Set of bus shelters (2 shelters)

Bus shelter size (length x waiting area) : 25m x 2.4m

LoS - B

10 / 20

Footpath Obstructed by Railings, Hindering Bus Shelter Access!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1.5

Bilingual name board at the bus stop waiting area

0.5

Bilingual name board at the roof of the shelter

0.5

Specification of route numbers but not updated

0.5

Updated route numbers specified

0

Ease of Access

5

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

1.5

Good and functional bus shelter pole structure

0.5

Good and functional bus shelter roof

0.5

Comfortable seatings at height between 0.4 - 0.5m

0.5

Availability of WiFi at the bus stop

0

Key Findings:

Information : Of the two shelters, only one has a nameboard at the waiting area and displays MTC bus route numbers but outdated. The other shelter has a damaged nameboard on the roof.

Accessibility: Both shelters are located on a 3m-wide, even and paved footpath. The 2.4m-wide waiting area is obstructed by railings, disrupting the continuous flow of passengers.

Safety: The bus shelters lack uniform lighting of 30-40 lux and does not feature a helpline number.

Essential Facilities: One bus shelter is in good condition, while the other is dilapidated and needs replacement.



50 | Purasaivakkam Tank Extension (Opp.)

Coordinates : 13.08327, 80.25455

RoW of Street : 12m wide road

Type of shelter : Set of bus shelters (3 shelters)

Bus shelter size (length x waiting area) : 50m x 2.4m

LoS - B

11 / 20

Uneven Waiting: Paved Shelters with Inconvenient Access!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2.3

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

3

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

0

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Out of the 3 bus shelters, all the shelters have bilingual nameboard at the waiting area. Additionally, all the shelters display MTC bus route numbers in the waiting area, but these numbers are not up-to-date.

Accessibility: The bus shelters are spaced out to allow for property entrances and are situated on a 3m-wide footpath. The 2.4m-wide waiting area is paved at two uneven levels and lacks ramps, causing significant inconvenience for pedestrians.

Safety: The bus shelter lacks uniform and consistent lighting of 30-40 lux. None of the 3 bus shelters, specify the helpline number. The uneven pavement creates a tripping hazard for passengers.

Essential Facilities: All the bus shelters are in good condition and is equipped with WiFi.



51 | Doveton

Coordinates : 13.08820, 80.26222

RoW of Street : 12m wide road

Type of shelter : Set of bus shelters (3 shelters)

Bus shelter size (length x waiting area) : 40m x 0.9m

LoS - B

10 / 20

Cramped and Narrow: Tight Waiting Space Forces Roadside Waiting!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1.2

Bilingual name board at the bus stop waiting area

0.6

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

0.6

Updated route numbers specified

0

Ease of Access

4

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

1

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

2.8

Good and functional bus shelter pole structure

0.6

Good and functional bus shelter roof

0.6

Comfortable seatings at height between 0.4 - 0.5m

0.6

Availability of WiFi at the bus stop

1

Key Findings:

Information : Out of the 3 bus shelters, only 2 have bilingual nameboards at the waiting area and display outdated MTC bus route numbers. Two shelters are positioned close together, while the third is separate, indicating different bus routes or destinations. However, this crucial distinction is not clearly communicated to passengers, hindering their ability to navigate the routes effectively.

Accessibility: The bus shelters are situated on a 1.5m-wide footpath. The waiting area is narrow and cramped, measuring just 0.9m, which significantly inconveniences pedestrians and forces them to wait on the roadside. Additionally, the pavement is covered in road dust and is largely unusable.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux and the helpline numbers.

Essential Facilities: Of the 3 shelters, two are in good condition, while one requires a complete replacement.



Coordinates : 13.088195 80.262386

RoW of Street : 14m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 6m x 0.9m

Vendor stalls crowd shelter spaces!

Passenger Information

2

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

1

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

2

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

0

Good and functional bus shelter pole structure

0

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

0

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter has a bilingual nameboard on the roof and lacks on the waiting area and only displays outdated MTC bus route numbers.

Accessibility: The bus shelter lacks direct footpath access. The waiting area, with damaged and narrow pavement, measures just 0.9m in width, creating a cramped space. Additionally, street vendors encroach upon the pavement, further limiting accessibility and forcing passengers to wait on the roadside.

Safety: The bus shelter lacks uniform lighting of 30-40 lux and does not feature a helpline number.

Essential Facilities: The bus shelter is in a dilapidated condition and requires replacement.



53 | Madras Veterinary Hospita

Coordinates : 13.08527, 80.26693

RoW of Street : 18m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 0.9m

LoS - B

09 / 20

High seats and cramped space make waiting uncomfortable!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

3

Useable footpath to access the bus stop

0

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

2

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

0

Availability of WiFi at the bus stop

0

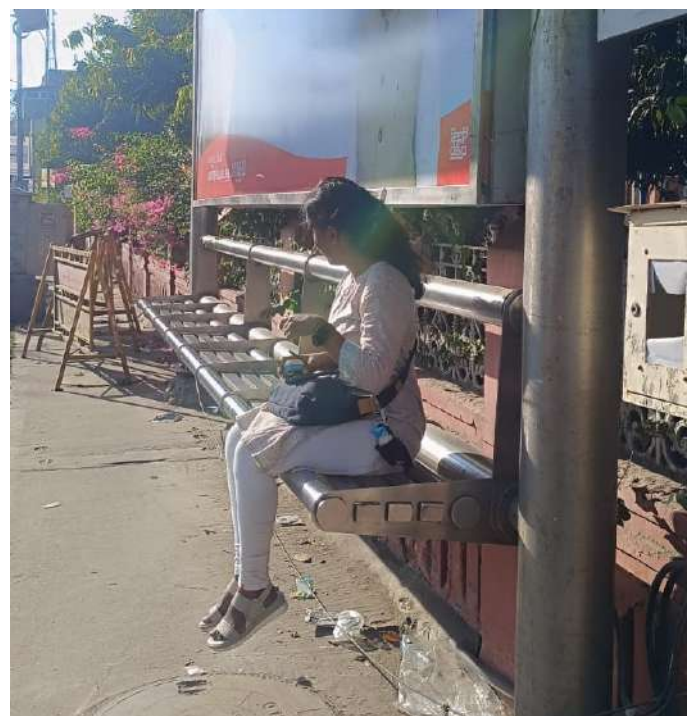
Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed, although they are outdated.

Accessibility: The shelter is located on a 1.5m-wide paved footpath, with a cramped 0.9m-wide waiting area. Additionally, barricades are placed on the pavement, further impeding accessibility.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and helpline numbers.

Essential Facilities: The bus shelter is in good condition but the seating heights are 0.8m high. Moreover, the shelter is not equipped with WiFi.



54 | Madras Veterinary Hospital (Opp.)

Coordinates : 13.08537, 80.26516

RoW of Street : 18m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 20m x 1.2m

LoS - B

08 / 20

Good condition shelters hampered by poor footpath access!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

2

Useable footpath to access the set of bus shelters

0

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

3

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : Both the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, both the shelters display MTC bus route numbers but outdated.

Accessibility: Both the shelters are situated on a 1.8m-wide footpath that is severely damaged and uneven, making it challenging for pedestrians. The waiting area, measuring only 1.2m in width, is further obstructed by the encroachment of homeless individuals in one of the shelters, forcing passengers to wait on the roadside instead of using the shelters.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: Both the bus shelters are in good condition and is not equipped with WiFi.



55 | Taluk office

Coordinates : 13.08686, 80.27027

RoW of Street : 18m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 30m x 1.5m

LoS - B

11 / 20

Shelter Split: One Standing Strong, One Ready for Replacement!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1

Bilingual name board at the bus stop waiting area

0.5

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

0.5

Updated route numbers specified

0

Ease of Access

6

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking/etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

2

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

0.5

Comfortable seatings at height between 0.4 - 0.5m

0.5

Availability of WiFi at the bus stop

0

Key Findings:

Information : Out of the two shelters, only one features a bilingual nameboard in the waiting area, while neither has a nameboard on the roof. Additionally, only one shelter displays MTC bus route numbers, but they are outdated.

Accessibility: Both shelters are situated on a 2.4m-wide, even, and paved footpath. The waiting area is 1.5m wide and bollards only along the kerb edges protect against vehicular encroachment, providing uninterrupted access for pedestrians.

Safety: Both shelters lack consistent lighting of 30-40 lux and do not display helpline numbers, compromising visibility and safety.

Essential Facilities: One shelter is in good condition, while the other requires replacement. Neither shelter is equipped with WiFi.



56 | Taluk office (Opp.)

Coordinates : 13.08715, 80.26984

RoW of Street : 14m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 6m x 1.8m

LoS - C

05 / 20

Bus shelter without nameboard or route details!

Passenger Information

0

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

0

Updated route numbers specified

0

Ease of Access

4

Useable footpath to access the bus stop

0

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

0

Safety

0

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

1

Good and functional bus shelter pole structure

0

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter does not have a bilingual nameboard or updated MTC bus route numbers.

Accessibility: The bus shelter lacks direct footpath access. The pavement is severely damaged, and the waiting area is 1.8m wide. Construction debris next to the shelter further impedes passenger accessibility.

Safety: The bus shelter lacks uniform lighting of 30-40 lux and does not feature a helpline number.

Essential Facilities: The bus shelter is in a dilapidated condition and requires replacement.



57 | Periyamedu Old

Coordinates : 13.08373, 80.27070

RoW of Street : 14m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location

- The existing bus stop location has 2.4m wide, even and paved footpath.
- The existing bus stop location is not encroached by vendors/parking etc.
- Sufficient space is available to install a 9 x 2.5m shelter.



58 | Periyamedu (Opp.)

Coordinates : 13.08388, 80.27047

RoW of Street : 14m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location

- Lack of footpath at the existing bus stop location.
- The existing bus stop location is encroached by commercial property edges.
- There is insufficient space at the existing bus stop to accomodate a shelter of size 9m x 2.5m
- An alternative location needs to be identified as it is very close to the junction.



59 | Periyamedu (New)

Coordinates : 13.08305, 80.27076

RoW of Street : 14m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 1.2m

LoS - B

10 / 20

Bus shelter without nameboard or route details!

Passenger Information

0

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

0

Updated route numbers specified

0

Ease of Access

5

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

3

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter does not have a bilingual nameboard or updated MTC bus route numbers.

Accessibility: The bus shelter has a 1.8m wide, paved and even footpath access but the pavement is nearly level with the road. The waiting area is 1.2m wide and the area adjacent is obstructed by parked vehicles due to the road-level pavement, limiting pedestrian access.

Safety: The bus shelter lacks uniform lighting of 30-40 lux and does not feature a helpline number.

Essential Facilities: The bus shelter is in a good condition but is not equipped with WiFi.



60 | Central Metro/ Park Station

Coordinates : 13.08189, 80.27405

RoW of Street : 35m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 30m x 1m

LoS - A

16.5 / 20

Generous waiting area compromised by street vendor encroachment!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2.5

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

0.5

Specification of route numbers but not updated

1

Updated route numbers specified

1

Ease of Access

7

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

1

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking/etc...

0

Safety

3

Uniform and consistent lighting of 30-40 lux at the bus stop

1

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

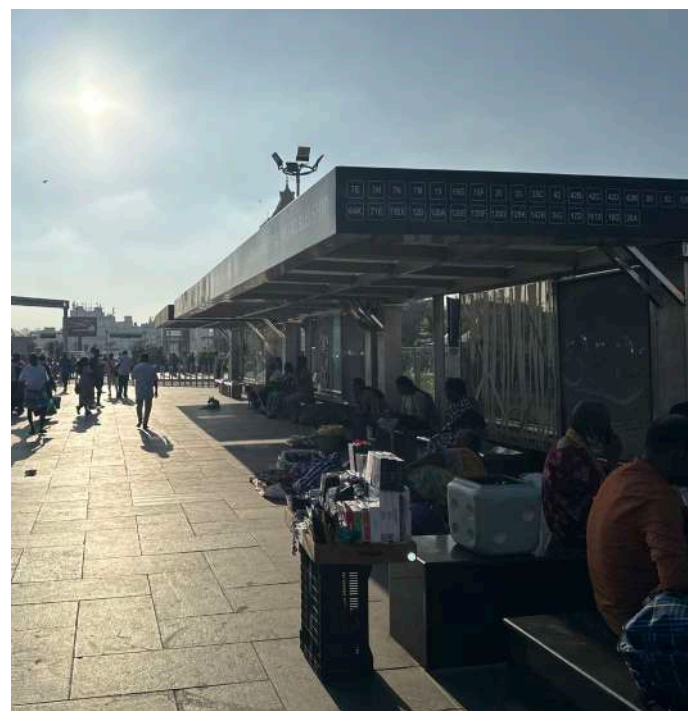
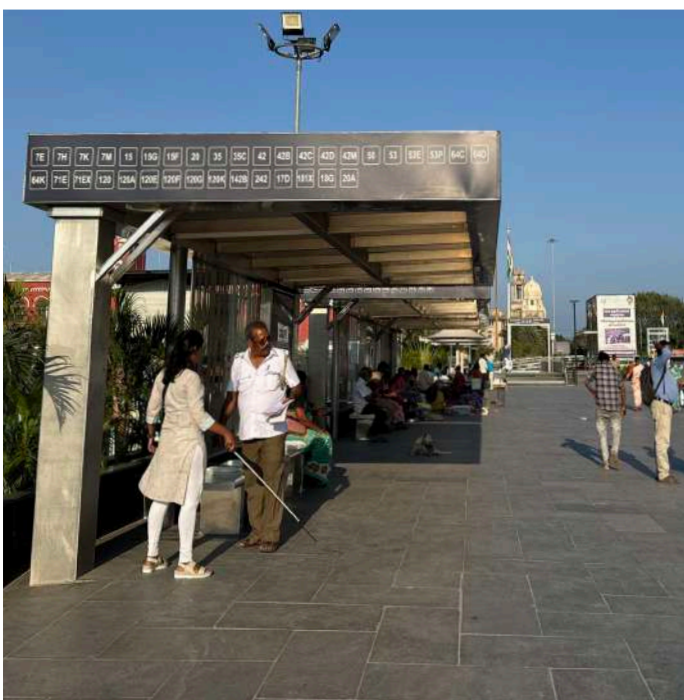
Key Findings:

Information : Of the two shelters, one of the shelters feature bilingual nameboards on the roof while the other provide directional information for better guidance. Both the shelters display updated MTC bus route numbers.

Accessibility: The shelters are located on a 6m-wide, evenly paved footpath with a 5m-wide waiting area. However, one of the shelters is encroached upon by street vendors.

Safety: Both shelters have consistent lighting of 30-40 lux but does not display helpline numbers for added safety.

Essential Facilities: Both the bus shelters are in good condition and is equipped with WiFi.



61 | Central Metro/ Park Station (Opp.)

Coordinates : 13.08119, 80.27296

RoW of Street : 35m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 20m x 2.4m

LoS - A

16 / 20

Unused space behind shelter holds potential for waiting area expansion!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

8

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

1

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking/etc...

1

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

1

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Both the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, both the shelters display MTC bus route numbers but outdated.

Accessibility: The shelters are positioned on a 3.6m-wide, even, paved footpath with a 2.4m-wide waiting area. The shelters could have been pushed back to utilize the dead space behind and create more waiting area.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux. The unused dead space behind the shelters compromises passenger safety by reducing visibility and potentially encouraging illegal activities.

Essential Facilities: Both the bus shelters are in good condition and is equipped with WiFi.



62 | Nurse quarters

LoS - B

11 / 20

Coordinates : 13.08225, 80.27899

RoW of Street : 35m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 20m x 0.9m

Disconnected Footpath; Cramped Waiting Area; High Pavement Hinder Access!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information 2	Bilingual name board at the bus stop waiting area	1
	Bilingual name board at the roof of the shelter	0
	Specification of route numbers but not updated	1
	Updated route numbers specified	0
Ease of Access 4	Useable footpath to access the set of bus shelters	0
	Presence of bus stop pavement in the absence of footpath	1
	Bus stop waiting area is paved and even	0
	Height of the bus shelter waiting area is 0.15m	0
	Width of the bus stop waiting area is not less than 1.2m	0
	Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)	0
	Multi-modal integration within 500m of transit modes	1
	No encroachment at the bus stop by vending/parking/etc...	1
Safety 2	Uniform and consistent lighting of 30-40 lux at the bus stop	0
	Absence of perceived unsafe dead spaces behind the shelter	1
	Information on functional emergency helpline numbers	0
	Absence of unsafe/hazardous waiting area for passengers	1
Essential facilities 4	Good and functional bus shelter pole structure	1
	Good and functional bus shelter roof	1
	Comfortable seatings at height between 0.4 - 0.5m	1
	Availability of WiFi at the bus stop	1

Key Findings:

Information : Both the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, both the shelters display MTC bus route numbers but outdated.

Accessibility: The bus shelters are set forward on a 5m-wide paved but damaged and uneven footpath, leaving a cramped 0.9m waiting area that forces pedestrians onto the roadside, causing inconvenience. Railings along the sides of the shelters separate them from the footpath, except at the center, disrupting easy pedestrian access. The area behind the shelters is encroached by parked vehicles and street vendors. Moving the shelters further back would make better use of the footpath and create a more spacious waiting area. Additionally, the pavement is elevated to 0.25m, higher than the standard 0.15m, making access difficult without a ramp.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux. Furthermore, the elevated and uneven pavement edges create a tripping hazard for passengers, compromising safety.

Essential Facilities: Both the bus shelters are in good condition and is equipped with WiFi.



63 | Parrys evening bazaar/ Park town

Coordinates : 13.08316, 80.27901

RoW of Street : 35m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 20m x 1.2m

LoS - B

11 / 20

Blocked Access: Damaged Pavement and Vendor Encroachment!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information 2	Bilingual name board at the bus stop waiting area	1
	Bilingual name board at the roof of the shelter	0
	Specification of route numbers but not updated	1
	Updated route numbers specified	0
Ease of Access 3	Useable footpath to access the set of bus shelters	0
	Presence of bus stop pavement in the absence of footpath	1
	Bus stop waiting area is paved and even	0
	Height of the bus shelter waiting area is 0.15m	0
	Width of the bus stop waiting area is not less than 1.2m	1
	Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)	0
	Multi-modal integration within 500m of transit modes	1
	No encroachment at the bus stop by vending/parking/etc...	0
Safety 2	Uniform and consistent lighting of 30-40 lux at the bus stop	0
	Absence of perceived unsafe dead spaces behind the shelter	1
	Information on functional emergency helpline numbers	0
	Absence of unsafe/hazardous waiting area for passengers	1
Essential facilities 4	Good and functional bus shelter pole structure	1
	Good and functional bus shelter roof	1
	Comfortable seatings at height between 0.4 - 0.5m	1
	Availability of WiFi at the bus stop	1

Key Findings:

Information : Both the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, both the shelters display MTC bus route numbers but outdated. Consistency of the nameboard is missing in the shelters.

Accessibility: The bus shelters have no footpath access. The waiting area, currently 1.2 meters wide has a damaged pavement, almost level with the road and covered in road dust. The frontage of the bus shelter is also encroched upon by street vendors and parking.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux and lack helpline numbers. Additionally, the space behind the shelter is fouled by urine, making it unpleasant and difficult for people to use the bus stop.

Essential Facilities: Both the bus shelters are in good condition and is equipped with WiFi.



64 | Dental college

Coordinates : 13.08301, 80.28203

RoW of Street : 35m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location

- The existing bus stop location has 4.2m wide, even and paved footpath.
- There is no bus stop post or flag indicating that this is a designated stop.
- The existing bus stop location is not encroached by vendors/parking etc.
- Sufficient space is available to install a 9 x 2.5m shelter.



65 | High Court

Coordinates : 13.08523, 80.28447

RoW of Street : 35m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location

- The existing bus stop location has 1.2m wide, even and paved footpath and is encroached by commercial property edges.
- There is insufficient space at the existing bus stop to accomodate a shelter of size 9m x 2.5m
- An alternative location needs to be identified as it is very close to the junction.



66 | High Court (Opp.)

Coordinates : 13.08515, 80.28362

RoW of Street : 35m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location

- The existing bus stop location has 1.8m wide, even and paved footpath.
- Buses stop here to drop off passengers before entering the Broadway depot.
- The footpath is encroached by vendors/parking etc.
- Sufficient space is available to install a 9 x 2.5m shelter.



67 | Ratan Bazaar

Coordinates : 13.08504, 80.27947

RoW of Street : 18m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location

- The existing bus stop location has 2.4m wide, even and paved footpath.
- There is no bus stop post or flag indicating that this is a designated stop.
- The existing bus stop location is encroached by vendors/parking etc.
- Sufficient space is available to install a 9 x 2.5m shelter.



Coordinates : 13.08565, 80.27983

RoW of Street : 12m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 6m x 1m

Dilapidated bus shelter without nameboard or route details!

Passenger Information

0

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

0

Updated route numbers specified

0

Ease of Access

2

Useable footpath to access the bus stop

0

Bus stop pavement and footpath are on the same level

0

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

0

Good and functional bus shelter pole structure

0

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

0

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter does not provide any information on the nameboard and the MTC bus route numbers. The name painted on the concrete shelter has faded away and is not readable.

Accessibility: The bus shelter lacks direct footpath access, and the waiting area is narrow, measuring just 1 meter in width, which makes it cramped for passengers. Moreover, the presence of a temple directly behind the shelter has led to its use as an extended space for temple activities, further limiting accessibility for passengers waiting to board the bus.

Safety: The bus shelter lacks lightings and information on helpline numbers. Additionally, the adjacent electricity junction box is exposed and not enclosed by railings, posing a safety hazard to passengers waiting nearby.

Essential Facilities: The entire bus shelter structure is in a dilapidated state and requires replacement.



Coordinates : 13.06376, 80.21169**RoW of Street :** 35m wide road**Type of shelter :** Stand-alone bus shelter**Bus shelter size (length x waiting area) :** 6m x 1.2m**Passengers spill onto streets in need of a shelter revamp!****Passenger
Information**

0

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

0

Updated route numbers specified

0

**Ease of
Access**

4

Useable footpath to access the bus stop

0

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

**Essential
facilities**

0

Good and functional bus shelter pole structure

0

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

0

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter features a faded and dilapidated nameboard with MTC bus route numbers displayed on the roof. The information is barely visible, reflecting the overall poor condition of the shelter's structure.

Accessibility: The bus shelter is located on a 1.8m-wide footpath, but the path is unusable due to encroachment from nearby commercial properties. The designated waiting area, measuring 1.2m in width, is damaged and broken, further reducing its functionality. During peak hours, the waiting area becomes overcrowded, forcing passengers to spill onto the roadside. The shelter's design limits the space for extension, making it increasingly cramped for those waiting.

Safety: The bus shelter lacks proper lighting and does not display helpline numbers. Moreover, the area behind the shelter is often used for smoking, as people purchase cigarettes from nearby shops.

Essential Facilities: The entire bus shelter structure is in a dilapidated state and requires replacement.



70 | Thirunagar

Coordinates : 13.05796, 80.21170

RoW of Street : 30m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 1.5m

LoS - B

08 / 20

Critical risks arising from bus shelter accessibility and safety failures!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

3

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc...

0

Safety

0

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

3

Good and functional bus shelter pole structure

0

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed, although they are outdated.

Accessibility: The bus shelter lacks footpath access. The 1.5-meter-wide waiting area is damaged, with the pavement broken, almost level with the road and covered in mud. The adjacent sides of the bus shelter are also completely inaccessible due to the ongoing drainage construction behind.

Safety: The drainage construction behind the shelter poses a serious safety risk, with exposed rods and slippery, sludgy open pits creating a critical hazard for passengers passing by. The absence of proper barricades further increases the danger, putting the public at significant risk.

Essential Facilities: The shelter's basement needs reinforcement, and it is equipped with Wi-Fi for passenger convenience.



71 | Vadapalani Koil

Coordinates : 13.05379, 80.21199

RoW of Street : 35m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location

- The current bus stop location is situated on a 2.4m-wide, level, and paved footpath; however, it is encroached upon by property edges.
- There is no bus stop post or flag to indicate that this is a designated stop.
- The bus stop location includes a provision for a bus bay.
- There is ample space available to install a shelter measuring 9m x 1.8m.



72 | Kasi Theatre (Opp.)

Coordinates : 13.02961, 80.20903

RoW of Street : 35m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location

- The current bus stop location is situated on a 2.4m-wide, level, and paved footpath; however, it is encroached upon by property edges.
- There is no bus stop post or flag to indicate that this is a designated stop.
- A bus shelter of size 9m x 1.8m could be accommodated here with minimal extension toward the road.



73 | Vadapalani SIIMS

Coordinates : 13.05316, 80.21195

RoW of Street : 30m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x NA

LoS - B

07 / 20

Bus shelter in good condition but not in use!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

1

Useable footpath to access the bus stop

0

Bus stop pavement and footpath are on the same level

0

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

0

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

0

Safety

0

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The bus shelters have no direct footpath access. The bus shelter is positioned forward from a 1.8m-wide, broken footpath and lacks a pavement, being placed directly on the road. There is no clearly defined waiting area due to the absence of pavement. As the shelter is currently not in use and does not provide bus services, the adjacent area has become encroached upon by parked vehicles and random construction waste, significantly limiting accessibility.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and helpline numbers. The area behind the shelter poses a safety risk, as it encourages illegal activities.

Essential Facilities: The bus shelter structure is in good condition and is equipped with WiFi.



74 | Sivan Koil

Coordinates : 13.046521, 80.212388

RoW of Street : 35m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 20m x 1.2m

LoS - B

06 / 20

Poor access as one bus shelter lacks pavement and the other's is broken!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1

Bilingual name board at the bus stop waiting area

0.5

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

0.5

Updated route numbers specified

0

Ease of Access

2.5

Useable footpath to access the set of bus shelters

0

Presence of bus stop pavement in the absence of footpath

0.5

Bus stop waiting area is paved and even

0.5

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

0.5

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking/etc...

0

Safety

0

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

2.5

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

0.5

Availability of WiFi at the bus stop

0

Key Findings:

Information : Only one of the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, only one of the shelters display MTC bus route numbers but it is outdated.

Accessibility: The bus shelters lack direct footpath access, as they are positioned forward from a 1.5m-wide footpath. Of the two shelters, only one includes a pavement, which is also broken, while the other is situated directly on the road. The waiting area for the paved shelter measures 1.2 meters in width but has a damaged pavement and is not level with the footpath behind it. Furthermore, the footpath behind is completely encroached upon by street vendors and parked vehicles.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux and lack helpline numbers. The area behind the shelter poses a safety risk, as it encourages illegal activities.

Essential Facilities: Both the structure of the bus shelters are in good condition.



75 | Ashok Pillar

Coordinates : 13.033461, 80.212055

RoW of Street : 24m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 6m x 1.8m

LoS - B

12 / 20

Dilapidated bus shelter with low seating height causing discomfort!

Passenger Information

2

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

1

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

7

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

1

Safety

3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

0

Good and functional bus shelter pole structure

0

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

0

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter has a nameboard and MTC bus route numbers displayed on the roof, but lacks on the waiting area.

Accessibility: The bus shelter is situated on a 2.4m-wide, paved, and even footpath, with a designated waiting area measuring 1.8m in width. However, during peak hours, the waiting area becomes overcrowded, causing passengers to spill onto the roadside.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: The entire bus shelter is in a dilapidated condition and needs replacement. The seating height is too low at 0.2m, instead of the standard 0.4-0.6m, making it difficult for passengers to use comfortably.



76 | Ashok Nagar

Coordinates : 13.032745, 80.211821

RoW of Street : 24m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 18m x 3m

LoS - B

12 / 20

Shelter Split: One Standing Strong, One Ready for Replacement!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1.5

Bilingual name board at the bus stop waiting area

0.5

Bilingual name board at the roof of the shelter

0.5

Specification of route numbers but not updated

0.5

Updated route numbers specified

0

Ease of Access

6

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking/etc...

0

Safety

3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

1.5

Good and functional bus shelter pole structure

0.5

Good and functional bus shelter roof

0.5

Comfortable seatings at height between 0.4 - 0.5m

0.5

Availability of WiFi at the bus stop

0

Key Findings:

Information : Of the two shelters, only one includes essential details, such as a bilingual nameboard displayed in both the waiting area and on the shelter roof, along with MTC bus route numbers. The second shelter, however, lacks any informational signage or route details.

Accessibility: Both the bus shelters are situated on a 3.6m-wide, paved and even footpath with a spacious waiting area measuring 3m in width. To enhance universal accessibility for all users, the placement of bollards and a kerb ramp at the edges of the footpath could be emphasized.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: One of the shelters is in need of complete replacement due to a dilapidated roof, seats, and overall structure. Additionally, neither shelter is equipped with Wi-Fi.



77 | Ashok Nagar 11th main road

Coordinates : 13.031998, 80.211085

RoW of Street : 24m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 8m x 3m ; 9m x 3m

LoS - B

12 / 20

Shelters serve TNSTC Buses while MTC service is absent!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1.5

Bilingual name board at the bus stop waiting area

0.5

Bilingual name board at the roof of the shelter

0.5

Specification of route numbers but not updated

0.5

Updated route numbers specified

0

Ease of Access

7

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

1

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking/etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

1.5

Good and functional bus shelter pole structure

0.5

Good and functional bus shelter roof

0.5

Comfortable seatings at height between 0.4 - 0.5m

0.5

Availability of WiFi at the bus stop

0

Key Findings:

Information : Of the two shelters, only one provides essential details, including a bilingual name-board in the waiting area and MTC bus route numbers. The second shelter, though it has a bilingual nameboard on the roof, the info is faded and unreadable, and it lacks any MTC route numbers.

Accessibility: Both bus shelters are situated on a 3.6m-wide, paved, and even footpath, with a spacious 3m-wide waiting area, but are divided by a property edge. Neither shelter currently serves MTC buses, and they are primarily used by passengers boarding intercity TNSTC/SETC buses. The dilapidated shelter is frequently used by passengers, while the one with essential details remains largely unused. Additionally, the dilapidated bus shelter is encroached upon by street vendors and parked vehicles, due to limited usage of passengers.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: One of the shelters is in need of complete replacement as it is used by passengers to board TNSTC/SETC buses.



78 | Kalaimagal Nagar

Coordinates : 13.024412, 80.206963

RoW of Street : 30m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 20m x 1.2m

LoS - B

8.5 / 20

Shelter Split: One Standing Strong, One Ready for Replacement!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1.5

Bilingual name board at the bus stop waiting area

0.5

Bilingual name board at the roof of the shelter

0.5

Specification of route numbers but not updated

0.5

Updated route numbers specified

0

Ease of Access

5

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

0

Safety

0

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

2

Good and functional bus shelter pole structure

0.5

Good and functional bus shelter roof

0.5

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : One of the shelters has a bilingual nameboard in the waiting area and displays MTC bus route numbers, while the other shelter has a nameboard located on the roof.

Accessibility: The bus shelters are positioned on a 2.4m-wide, paved, but damaged footpath. The waiting area measures 1.5 meters in width and also has a damaged pavement. Additionally, barricades placed randomly near the bus shelters further hinder accessibility.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux and lack helpline numbers.

Essential Facilities: Of the two shelters, only one structure remains in good condition and the other requires complete replacement.



79 | Kalaimagal Nagar (Opp.)

Coordinates : 13.024333, 80.206672

RoW of Street : 30m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 1.2m

LoS - B

10 / 20

High pavement and no kerb ramps at bus shelter block access!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

4

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

3

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed, although they are outdated.

Accessibility: The shelter is situated on a 2.4m-wide paved footpath, with a 1.2m-wide waiting area. However, the height of the bus shelter, at approx 0.3m—double the standard height—makes it less convenient for users, especially without a kerb ramp at the edges of the footpath for easier access.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and helpline numbers.

Essential Facilities: The bus shelter is in good condition but is not equipped with WiFi.



80 | KK nagar telephone exchange

Coordinates : 13.0317,80.209305

RoW of Street : 30m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 25m x 1.8m

LoS - B

12 / 20

Damaged pavement limits access to Bus Shelters!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information 2	Bilingual name board at the bus stop waiting area	1
	Bilingual name board at the roof of the shelter	0
	Specification of route numbers but not updated	1
	Updated route numbers specified	0
Ease of Access 6	Useable footpath to access the set of bus shelters	1
	Bus stop pavement and footpath are on the same level	1
	Bus stop waiting area is paved and even	1
	Height of the bus shelter waiting area is 0.15m	1
	Width of the bus stop waiting area is not less than 1.2m	1
	Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)	0
	Multi-modal integration within 500m of transit modes	1
	No encroachment at the bus stop by vending/parking/etc...	0
Safety 1	Uniform and consistent lighting of 30-40 lux at the bus stop	0
	Absence of perceived unsafe dead spaces behind the shelter	1
	Information on functional emergency helpline numbers	0
	Absence of unsafe/hazardous waiting area for passengers	0
Essential facilities 3	Good and functional bus shelter pole structure	1
	Good and functional bus shelter roof	1
	Comfortable seatings at height between 0.4 - 0.5m	1
	Availability of WiFi at the bus stop	0

Key Findings:

Information : Both the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, both the shelters display MTC bus route numbers but outdated.

Accessibility: The bus shelters are located on a 2.4m-wide paved and broken footpath with a 1.8m wide waiting area that has a damaged pavement. The shelter is also encroached upon by street vendors.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux and lack helpline numbers.

Essential Facilities: Both the bus shelters are in good condition but is not equipped with WiFi.



81 | Udhayam Theatre

Coordinates : 13.035043, 80.211162

RoW of Street : 35m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 20m x 1.8m

LoS - B

12 / 20

Uneven pavement limits access and compromises safety for Bus Shelters!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information 2	Bilingual name board at the bus stop waiting area	1
	Bilingual name board at the roof of the shelter	0
	Specification of route numbers but not updated	1
	Updated route numbers specified	0
Ease of Access 6	Useable footpath to access the set of bus shelters	1
	Bus stop pavement and footpath are on the same level	1
	Bus stop waiting area is paved and even	0
	Height of the bus shelter waiting area is 0.15m	0
	Width of the bus stop waiting area is not less than 1.2m	1
	Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)	1
	Multi-modal integration within 500m of transit modes	1
	No encroachment at the bus stop by vending/parking/etc...	1
Safety 0	Uniform and consistent lighting of 30-40 lux at the bus stop	0
	Absence of perceived unsafe dead spaces behind the shelter	0
	Information on functional emergency helpline numbers	0
	Absence of unsafe/hazardous waiting area for passengers	0
Essential facilities 4	Good and functional bus shelter pole structure	1
	Good and functional bus shelter roof	1
	Comfortable seatings at height between 0.4 - 0.5m	1
	Availability of WiFi at the bus stop	1

Key Findings:

Information : Both the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, both the shelters display MTC bus route numbers but outdated.

Accessibility: The bus shelters are positioned on a 2.4m-wide paved but uneven footpath due to raised drainage manhole lids, which affect the 1.8m-wide waiting area. The height of the footpath is less than 0.15m, failing to comply with accessibility standards.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux and lack helpline numbers. The positioning of the bus shelter could have been shifted backward towards the property edge, creating additional space in the front for passengers to wait comfortably and safely.

Essential Facilities: Both the bus shelters are in good condition and is equipped with WiFi.



82 | Udhayam Theatre (Extension)

Coordinates : 13.03508, 80.21153

RoW of Street : 35m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 1.8m

LoS - B

11 / 20

The unused bus shelter now a resting stop for auto drivers!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

5

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

1

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking etc..

0

Safety

0

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter includes a bilingual nameboard in the waiting area, but its faded condition makes it difficult to read, and there is no nameboard on the roof. MTC bus route numbers are displayed at the waiting area, though they are not up-to-date.

Accessibility: The bus shelter is located on a 2.4m-wide paved footpath that is uneven due to raised drainage manhole lids, which negatively impacts the 1.8m-wide waiting area. The height of the footpath is less than 0.15m, failing to comply with accessibility standards. Additionally, since the shelter currently does not service any MTC buses, it has become encroached upon by parked autos, with auto drivers using the bus shelter as a resting space.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and helpline numbers.

Essential Facilities: The bus shelter is in good condition and is equipped with WiFi.



83 | Ragava Colony

Coordinates : 13.03043, 80.21476

RoW of Street : 9m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 6m x 1.8m

LoS - B

09 / 20

Lack of footpath to access the Bus Shelter!

Passenger Information

2

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

1

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

4

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

1

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

0

Availability of WiFi at the bus stop

0

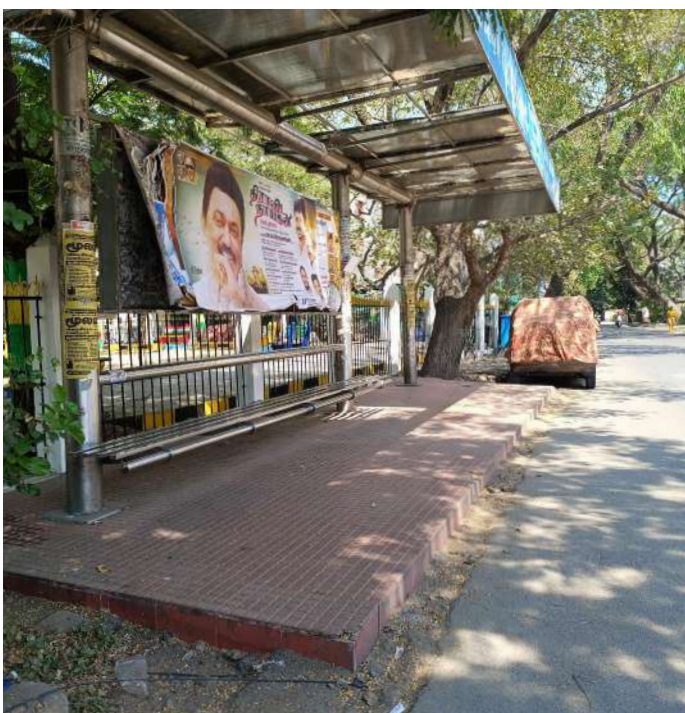
Key Findings:

Information : The shelter has a nameboard and MTC bus route numbers displayed on the roof, but lacks the info on the waiting area.

Accessibility: The bus shelter lacks proper footpath access and includes a designated waiting area that measures 1.8m in width. However, parked vehicles encroach on the adjacent sides of this waiting area, and the absence of a kerb ramp further limits inclusive accessibility for passengers.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux. Additionally, the shelters could have been positioned further back toward the property edge to eliminate dead spaces that pose a threat to passengers.

Essential Facilities: The bus shelter has a dilapidated roof and the seating height is low at 0.3m, instead of the standard 0.4-0.6m, making it difficult for passengers to use comfortably. The shelter is



84 | RR Colony

Coordinates : 13.03043, 80.21674

RoW of Street : 35m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 16m x 1.2m

LoS - B

9.5 / 20

Hindered access at Bus Shelter due to vendor encroachment and damaged kerbs!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

0.5

Specification of route numbers but not updated

0.5

Updated route numbers specified

0

Ease of Access

4

Useable footpath to access the set of bus shelters

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

2.5

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

0.5

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

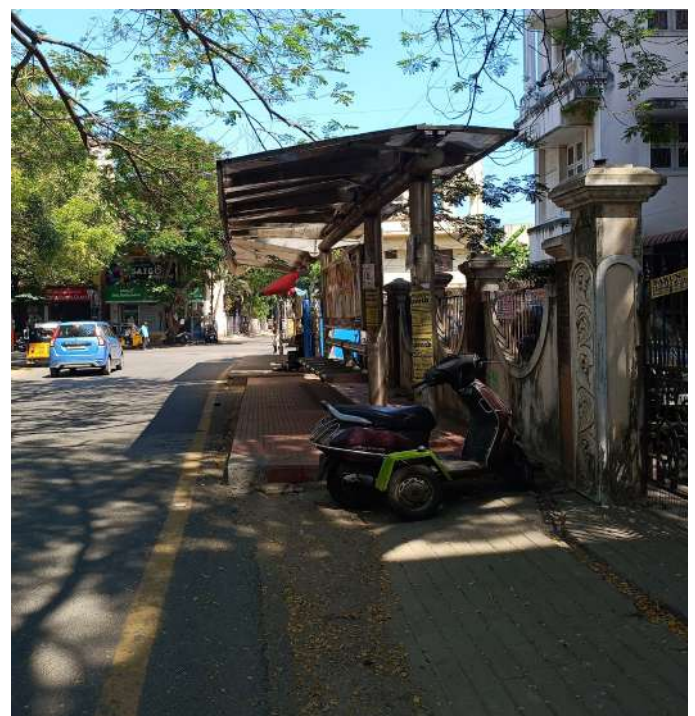
Key Findings:

Information : Both the shelters have a nameboard and MTC bus route numbers displayed on the roof, but lacks the info on the waiting area.

Accessibility: The bus shelter lacks proper footpath access and features a designated waiting area measuring 1.2m in width. While a kerb ramp is present adjacent to the waiting area, it is broken and damaged limiting inclusive accessibility for passengers. Additionally, the shelters are encroached upon by street vendors, further hindering accessibility.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux. Additionally, the shelters could have been positioned further back toward the property edge to eliminate dead spaces and maximize the bus shelter waiting area.

Essential Facilities: One of the bus shelter has a dilapidated roof and the shelter is also not equipped with WiFi.



85 | Ashok Nagar 12th Avenue

Coordinates : 13.03067, 80.21694

RoW of Street : 9m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x NA

LoS - B

07 / 20

Damaged pavement and encroachment limit bus shelter use!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

1

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

0

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc...

0

Safety

0

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The shelter has a nameboard and MTC bus route numbers displayed at the waiting area, but lacks the info on the shelter roof.

Accessibility: The bus shelter lacks footpath access and the existing bus shelter pavement is broken, damaged and is level with the road. Due to the broken pavement, the designated waiting area is filled with mud and is difficult to define. Additionally, parked vehicles encroach on the adjacent sides of this area, further limiting accessibility for passengers.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux. The uneven, broken pavement presents a tripping hazard for passengers. Furthermore, positioning the shelters further back toward the property edge could have eliminated dead spaces, reducing safety risks for those waiting.

Essential Facilities: The shelter is in good condition and is equipped with WiFi.



86 | Mettupalayam

Coordinates : 13.03217, 80.21886

RoW of Street : 14m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 0.9m

LoS - C

06 / 20

The unused bus shelter now a shaded parking zone!

Passenger Information

0

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

0

Updated route numbers specified

0

Ease of Access

3

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc...

0

Safety

0

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

3

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter lacks both a nameboard and MTC bus route numbers, with no indication that it is currently not in use or that MTC buses no longer serve it.

Accessibility: The bus shelter lacks footpath access and the existing bus shelter pavement is broken and damaged with a width of 0.9m. Furthermore, since the shelter is currently unused, parked vehicles encroach upon the frontage and adjacent sides of the bus shelter.

Safety: The shelters lack uniform lighting within the recommended 30-40 lux range and their unused status may encourage illegal activities.

Essential Facilities: The shelter is in good condition and is equipped with WiFi.



87 | Mettupalayam Extn.

Coordinates : 13.03199, 80.22112

RoW of Street : 14m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 1.2m

LoS - B

10 / 20

The unused bus shelter now a shaded parking zone!

Passenger Information

2

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

1

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

4

Useable footpath to access the bus stop

0

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

3

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter has a faded nameboard and MTC bus route numbers, with no indication that it is currently not in use or that MTC buses no longer serve it.

Accessibility: The bus shelter lacks footpath access and the existing bus shelter pavement is of width 1.2m and is even and paved. Furthermore, since the shelter is currently unused, parked vehicles encroach upon the frontage and adjacent sides of the bus shelter.

Safety: The shelters lack uniform lighting within the recommended 30-40 lux range, and their unused status may encourage illegal activities.

Essential Facilities: The shelter is in good condition and is equipped with WiFi.



88 | Mettupalayam

Coordinates : 13.03234, 80.22026

RoW of Street : 12m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location

- Although the existing bus stop location features a 2.4m wide footpath, installing a bus shelter is challenging due to continuous property edges.
- An alternative location for the bus stop should be considered.
- The existing bollards along the footpath need to be adjusted to ensure accessibility for wheelchair users.



89 | Srinivasa Theatre (Opp.)

Coordinates : 13.031248, 80.223219

RoW of Street : 9m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location

- Lack of footpath at the existing bus stop location.
- Installing a bus shelter is challenging due to continuous property edges.
- An alternative location for the bus stop should be considered.



Coordinates : 13.031189, 80.223905

RoW of Street : 9m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 8m x 2.4m

Broken seating and worn information on roof impact bus shelter!

Passenger Information 3	Bilingual name board at the bus stop waiting area	1
	Bilingual name board at the roof of the shelter	1
	Specification of route numbers at the bus stop	1
	Updated route numbers specified	0
Ease of Access 6	Useable footpath to access the bus stop	1
	Bus stop pavement and footpath are on the same level	1
	Bus stop waiting area is paved and even	1
	Height of the bus shelter waiting area is 0.15m	1
	Width of the bus stop waiting area is not less than 1.2m	1
	Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)	0
	Multi-modal integration within 500m of transit modes	0
	No encroachment at the bus stop by vending/parking etc..	1
Safety 3	Uniform and consistent lighting of 30-40 lux at the bus stop	0
	Absence of perceived unsafe dead spaces behind the shelter	1
	Information on functional emergency helpline numbers	1
	Absence of unsafe/hazardous waiting area for passengers	1
Essential facilities 1	Good and functional bus shelter pole structure	1
	Good and functional bus shelter roof	0
	Comfortable seatings at height between 0.4 - 0.5m	0
	Availability of WiFi at the bus stop	0

Key Findings:

Information : The shelter has a faded nameboard and MTC bus route numbers displayed on the roof, making them very difficult to read. The shelter has a signage board on one of the sides with a bilingual name board and MTC route numbers displayed.

Accessibility: The bus shelter has a 3m wide paved and even footpath access and has a designated waiting area of width 2.4m. However, the existing bollards along the footpath need to be adjusted to ensure accessibility for wheelchair users.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: The bus shelter has broken seatings and a dilapidated roof, making it difficult for passengers to use comfortably. The shelter is also not equipped with WiFi.



Coordinates : 13.02906, 80.22436

RoW of Street : 7m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 8m x 1.5m

Shelter Split: One Standing Strong, One Ready for Replacement!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information 1	Bilingual name board at the bus stop waiting area	0
	Bilingual name board at the roof of the shelter	0.5
	Specification of route numbers but not updated	0.5
	Updated route numbers specified	0
Ease of Access 2	Useable footpath to access the set of bus shelters	0
	Presence of bus stop pavement in the absence of footpath	0.5
	Bus stop waiting area is paved and even	0.5
	Height of the bus shelter waiting area is 0.15m	0.5
	Width of the bus stop waiting area is not less than 1.2m	0.5
	Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)	0
	Multi-modal integration within 500m of transit modes	0
	No encroachment at the bus stop by vending/parking/etc...	0
Safety 1	Uniform and consistent lighting of 30-40 lux at the bus stop	0
	Absence of perceived unsafe dead spaces behind the shelter	0
	Information on functional emergency helpline numbers	0
	Absence of unsafe/hazardous waiting area for passengers	1
Essential facilities 1	Good and functional bus shelter pole structure	0.5
	Good and functional bus shelter roof	0
	Comfortable seatings at height between 0.4 - 0.5m	0.5
	Availability of WiFi at the bus stop	0

Key Findings:

Information : Out of the two shelters, one has a faded nameboard and MTC bus route numbers displayed on the roof, making them very difficult to read. The other shelter does not provide any information and both the shelters lack information on the waiting area.

Accessibility: Out of the two shelters, one of the bus shelter has a 1.5m wide paved and even foot-designated waiting area. While the other shelter is completely old and dilapidated and encroached upon by vendors and used by residents for parking vehicles.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: Out of the two, one shelter is completely old and dilapidated and the other has a damaged roof. The shelter is also not equipped with WiFi.



Coordinates : 13.0285, 80.2272**RoW of Street :** 18m wide road**Type of shelter :** Stand-alone bus shelter**Bus shelter size (length x waiting area) :** 6m x 1.2m**Dilapidated bus shelter without nameboard or route details!****Passenger
Information**

0

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

0

Updated route numbers specified

0

**Ease of
Access**

4

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

**Essential
facilities**

0

Good and functional bus shelter pole structure

0

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

0

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter does not provide any information on the nameboard and the MTC bus route numbers.

Accessibility: The bus shelter has a 2.4m wide and paved footpath access and the waiting area measures 1.2m in width. Moreover, the old and dilapidated shelter is encroached upon for parking vehicles and vending, further limiting accessibility for passengers waiting to board the bus.

Safety: The bus shelter lacks lightings and information on helpline numbers.

Essential Facilities: The shelter is in a dilapidated condition and needs complete replacement.



93 | TNHB flats (opp)

Coordinates : 13.02885, 80.22731

RoW of Street : 9m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 1.8m

LoS - B

10 / 20

Bus shelter access blocked by uneven paving & construction clutter!

Passenger Information

2

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

1

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

2

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc...

0

Safety

3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

3

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter has a faded nameboard and MTC bus route numbers displayed on the roof, making them very difficult to read. Additionally, there is no bilingual nameboard or MTC route numbers in the waiting area of the bus shelter.

Accessibility: The bus shelter lacks direct footpath access but has an uneven paved waiting area, 1.8m wide, with the pavement at road level. Construction materials are piled around the shelter, further hindering passenger accessibility.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: The bus shelter is in a decent condition but is not equipped with WiFi.



94

Kannamapettai burial ground / New Boag Rd.

Coordinates : 13.03040, 80.22872

RoW of Street : 9m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 1.2m

LoS - B

11 / 20

Bus Shelter Neglected: Now a Dumping Zone!

Passenger Information

2

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

1

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

4

Useable footpath to access the bus stop

0

Presence of bus stop pavement in the absence of footpath

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

3

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter has a bilingual nameboard and MTC bus route numbers displayed on the roof but lacks on the waiting area of the bus shelter.

Accessibility: The bus shelter lacks footpath access but has a 1.2m-wide waiting area with ramps at both ends. However, since it is not currently served by MTC buses, community dustbins have been placed in front of the shelter, while the adjacent sides are used for dumping waste and parking vehicles, further blocking access and promoting illegal activities.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: The bus shelter is in a good condition but is not equipped with WiFi.



95

Kannamapettai burial ground (Opp.)

LoS - B

06 / 20

Coordinates : 13.03031, 80.22835

RoW of Street : 12m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 6m x 1.8m

Dilapidated bus shelter without nameboard or route details!

Passenger Information

0

Bilingual name board at the bus stop waiting area

0

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

0

Updated route numbers specified

0

Ease of Access

5

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

1

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

0

Good and functional bus shelter pole structure

0

Good and functional bus shelter roof

0

Comfortable seatings at height between 0.4 - 0.5m

0

Availability of WiFi at the bus stop

0

Key Findings:

Information : The shelter does not provide any information on the nameboard and the MTC bus route numbers.

Accessibility: The bus shelter has a 1.2m wide paved and uneven footpath access and the waiting area measures 1.8m in width as the pavement is pushed forward from the footpath.

Safety: The bus shelter lacks lightings and information on helpline numbers. Additionally, the adjacent electric post is poorly maintained, with numerous wires lying on the ground, posing a risk to passengers waiting at the shelter.

Essential Facilities: The shelter is in a dilapidated condition and needs complete replacement.



96 | Kannamapettai burial ground

Coordinates : 13.03042, 80.22832

RoW of Street : 12m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location

- Lack of footpath at the existing bus stop location for installing a shelter.
- The existing bus stop location is encroached by street vendors and parking.
- With effective enforcement against encroachment, there is sufficient space to install a 9 x 2.5m shelter.



Coordinates : 13.030947 80.231789

RoW of Street : 12m wide road

LoS - C

0 / 20

Lack of shelter at the bus stop location

- Lack of footpath at the existing bus stop location.
- The existing bus stop location is encroached by vendors.
- With effective enforcement against encroachment, there is sufficient space to install a 9 x 2.5m shelter.



98 | Todd Hunter Nagar

Coordinates : 13.02535, 80.22977

RoW of Street : 45m wide road

Type of shelter : Stand-alone bus shelter

Bus shelter size (length x waiting area) : 9m x 0.6m

LoS - B

10 / 20

Narrow and Uneven: Accessibility Issues at the Bus Shelter!

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers at the bus stop

1

Updated route numbers specified

0

Ease of Access

3

Useable footpath to access the bus stop

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking etc..

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : The bus shelter features a bilingual nameboard at the waiting area but lacks one on the roof. MTC bus route numbers are displayed, although they are outdated.

Accessibility: The shelter is situated on a 1.8m-wide, unevenly paved and damaged footpath. At the bus shelter location, the footpath is recessed, creating a very narrow and cramped waiting area that measures just 0.6m wide. Furthermore, the bus shelter's uneven pavement height makes it less convenient for users, particularly due to the absence of a kerb ramp at the edges of the footpath to facilitate easier access.

Safety: The bus shelter lacks consistent lighting levels of 30-40 lux and helpline numbers. With heavy traffic on the road, the cramped and damaged waiting area poses significant safety risks for passengers.

Essential Facilities: The bus shelter structure is in a good condition and has a WiFi facility.



99 | Panagal Maligai

Coordinates : 13.02122, 80.22594

RoW of Street : 35m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 25m x 1.2m

LoS - A

14 / 20

Bus Shelter struggles with passenger overflow and vendor intrusion!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

7

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

1

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking/etc...

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Both the shelters have a bilingual nameboard in the waiting area, while both lacks on the shelter roof. Additionally, both the shelters display MTC bus route numbers but outdated.

Accessibility: The bus shelters are situated on a 1.8m-wide paved but uneven footpath. The waiting area measures 1.2m wide, frequently leading to passenger overflow during peak hours and is encroached upon by street vendors. Additionally, the bus shelter features a dedicated bus bay.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux and lack helpline numbers.

Essential Facilities: Both the bus shelters are in good condition and is equipped with WiFi.



100 | Saidapet police station

LoS - A

14 / 20

Coordinates : 13.02205, 80.22613

RoW of Street : 35m wide road

Type of shelter : Set of Bus Shelters (3 shelters)

Bus shelter size (length x waiting area) : 35m x (1.5m to 3.0m)

Setback Shelter: Homelessness Hinders Passenger Access!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2

Bilingual name board at the bus stop waiting area

0.6

Bilingual name board at the roof of the shelter

0.3

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

6

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

0

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

1

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking/etc...

0

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Two out of the three shelters, have a bilingual nameboard in the waiting area, while only one has specified information on the shelter roof. Additionally, all the shelters display MTC bus route numbers but outdated.

Accessibility: The bus shelters are situated on a paved and uneven footpath that varies in width from 3.6m to 2.4m. Of the three shelters, two are aligned in the same row, while one is set back. The waiting area for the two aligned shelters measures 1.5m wide, whereas the waiting area for the one pushed back measures 3m. The set back shelter is used by homeless people to store their goods.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux. The space behind the shelter is currently encroached upon by slum dwellers, creating an uncomfortable environment for passengers waiting at the bus shelter.

Essential Facilities: All the bus shelters are in good condition and is equipped with WiFi.



101 | Saidapet Court

Coordinates : 13.01397, 80.22655

RoW of Street : 30m wide road

Type of shelter : Set of Bus Shelters (6 shelters)

Bus shelter size (length x waiting area) : 60m x 2.4m

LoS - A

15 / 20

Spacious shelters, yet passengers crowd ahead due to proximity concerns!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

3

Bilingual name board at the bus stop waiting area

0.8

Bilingual name board at the roof of the shelter

0.4

Specification of route numbers but not updated

1

Updated route numbers specified

1

Ease of Access

7

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

1

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking/etc...

0

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Four out of the six shelters have a bilingual nameboard in the waiting area, while only two display specified information on the shelter roof. The names on the nameboards are inconsistent across the shelters. Additionally, the shelters specify latest MTC bus route numbers.

Accessibility: The bus shelters are situated on a paved and even footpath that is 5m wide. The waiting area for all shelters measures 2.4m wide. Despite having six bus shelters, passengers tend to crowd ahead of the set of shelters due to the queueing length of the buses and their proximity to the Little Mount metro station and the foot-over-bridge for road crossing. The set of bus shelters also includes a dedicated bus bay. One of the shelters is encroached upon by vendors & parking.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux. Additionally, their current positioning creates dead spaces of up to 1.8m wide that could be better utilized by moving the shelters closer to the property edge behind. This adjustment would provide a more spacious waiting area and help deter illegal activities, as the area behind the shelters currently reeks of urine.

Essential Facilities: All the bus shelters are in good condition and is equipped with WiFi. The set of bus shelters have also access to a toilet facility nearby.



Coordinates : 13.00832, 80.23379

RoW of Street : 30m wide road

Type of shelter : Set of Bus Shelters (3 shelters)

Bus shelter size (length x waiting area) : 40m x 1.8m

Poor shelter placement causes peak hour spillover!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

1.2

Bilingual name board at the bus stop waiting area

0.3

Bilingual name board at the roof of the shelter

0.3

Specification of route numbers but not updated

0.6

Updated route numbers specified

0

Ease of Access

6

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

1

Safety

3

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

3.6

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

0.6

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

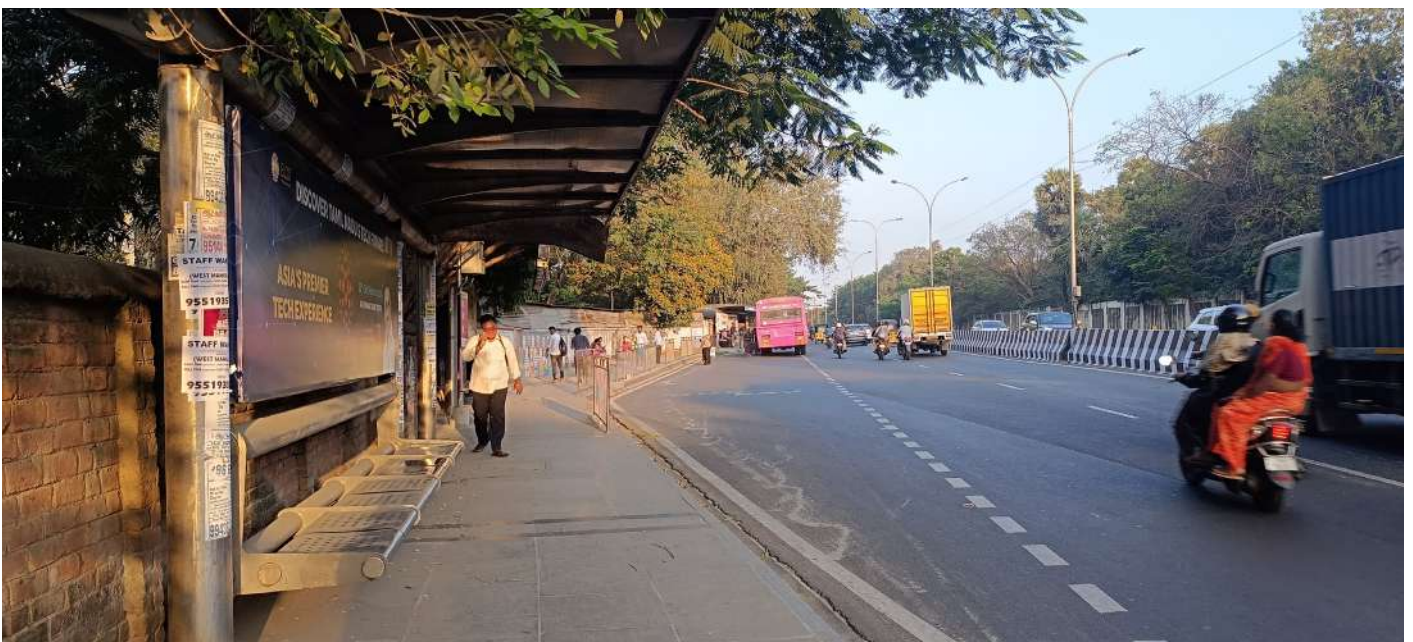
Key Findings:

Information : Out of the 3 shelters, one has a bilingual nameboard in the waiting area, while one has on the shelter roof and the other doesn't have any. Additionally, only 2 out of the 3 shelters specify MTC bus route numbers but they are outdated.

Accessibility: The bus shelters are located on a paved and even footpath that is 2.4m wide, with each shelter having a waiting area that measures 1.8m wide. The set of bus shelters includes a dedicated bus bay. Two of the shelters are positioned together, while one is separated from the others to serve different MTC routes, which are not effectively implemented in practice. As a result, passengers tend to crowd at the separately positioned shelter, as buses currently only stop there.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: All the bus shelters are in good condition except for one shelter's roof and is equipped with WiFi.



103 | Cancer Institute

Coordinates : 13.00832, 80.23379

RoW of Street : 30m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 30m x 2.4m

LoS - A

14 / 20

Poor shelter placement causes peak hour spillover!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2

Bilingual name board at the bus stop waiting area

0.5

Bilingual name board at the roof of the shelter

0.5

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

6

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

1

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

0

Information on functional emergency helpline numbers

1

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Out of the 2 shelters, one has a bilingual nameboard in the waiting area, while one has faded and damaged nameboard on the shelter roof. Additionally, both the shelters specify MTC bus route numbers but they are outdated.

Accessibility: The bus shelters are located on a paved and even footpath that is 3.0m wide, with each shelter having a waiting area that measures 2.4m wide. Both the shelters are placed with a wide gap in between from the other to serve different MTC routes, which are not effectively implemented in practice. As a result, passengers tend to crowd at one of the shelter, as buses currently only stop there.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: Both the bus shelters are in good condition and is equipped with WiFi. Additionally, there is a nearby toilet facility for public use.



104 | Gandhi Nagar

LoS - B

09 / 20

Coordinates : 13.00683, 80.24097

RoW of Street : 30m wide road

Type of shelter : Set of Bus Shelters (2 shelters)

Bus shelter size (length x waiting area) : 35m x 1.2m

Accessibility challenges: Uneven footpath and narrow waiting areas!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2

Bilingual name board at the bus stop waiting area

0.5

Bilingual name board at the roof of the shelter

0.5

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

3

Useable footpath to access the set of bus shelters

0.5

Bus stop pavement and footpath are on the same level

0.5

Bus stop waiting area is paved and even

0.5

Height of the bus shelter waiting area is 0.15m

0

Width of the bus stop waiting area is not less than 1.2m

0.5

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

0

Multi-modal integration within 500m of transit modes

0

No encroachment at the bus stop by vending/parking/etc...

1

Safety

1

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

0

Essential facilities

3

Good and functional bus shelter pole structure

0.5

Good and functional bus shelter roof

0.5

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : Out of the 2 shelters, one has a bilingual nameboard in the waiting area, while one has faded and damaged nameboard on the shelter roof. Additionally, both the shelters specify MTC bus route numbers but they are outdated.

Accessibility: The bus shelters are located on a paved but uneven footpath with varying widths. The footpath height is double the standard height, creating accessibility challenges. One of the bus shelters is pushed forward from the footpath and is situated at a lower level and has a very narrow waiting area of just 0.9m. In contrast, the other bus shelter's pavement is aligned with the footpath and offers a designated waiting area measuring 1.2m.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux.

Essential Facilities: Out of the two, one shelter that is aligned to the footpath is in a dilapidated condition and requires a replacement.



105 | Nandanam

Coordinates : 13.03207, 80.24230

RoW of Street : 35m wide road

Type of shelter : Set of Bus Shelters (3 shelters)

Bus shelter size (length x waiting area) : 40m x 3m

LoS - A

16 / 20

Well-Planned Bus Shelters: Spacious Waiting Areas Near Metro Link!

*The score for each indicator (e.g., 1) is divided equally among the number of shelters, so each shelter receives a portion of the total.

Passenger Information

2

Bilingual name board at the bus stop waiting area

1

Bilingual name board at the roof of the shelter

0

Specification of route numbers but not updated

1

Updated route numbers specified

0

Ease of Access

8

Useable footpath to access the set of bus shelters

1

Bus stop pavement and footpath are on the same level

1

Bus stop waiting area is paved and even

1

Height of the bus shelter waiting area is 0.15m

1

Width of the bus stop waiting area is not less than 1.2m

1

Pedestrian crossing to the opposite bus stop (Subway/at-grade/FOB)

1

Multi-modal integration within 500m of transit modes

1

No encroachment at the bus stop by vending/parking/etc...

1

Safety

2

Uniform and consistent lighting of 30-40 lux at the bus stop

0

Absence of perceived unsafe dead spaces behind the shelter

1

Information on functional emergency helpline numbers

0

Absence of unsafe/hazardous waiting area for passengers

1

Essential facilities

4

Good and functional bus shelter pole structure

1

Good and functional bus shelter roof

1

Comfortable seatings at height between 0.4 - 0.5m

1

Availability of WiFi at the bus stop

1

Key Findings:

Information : All the three shelters have a bilingual nameboard in the waiting area, while all of them lacks on the shelter roof. Additionally, all the shelters display MTC bus route numbers but outdated.

Accessibility: The bus shelters are located on a 6m-wide paved and even footpath, with the footpath width varying between 1.2m and 2.4m before and after the set of bus shelters. The waiting area of the bus shelters measure 3m wide, providing ample space for passengers. Additionally, the shelters are in close proximity to the metro station and are conveniently linked to a subway facility for safe road crossing.

Safety: The bus shelters lack uniform and consistent lighting of 30-40 lux and lack helpline numbers.

Essential Facilities: All the bus shelters are in good condition and is equipped with WiFi.



CHAPTER - 7

ANNEXURE

Annexure 1:

S.No.	Bus Stop Names	Total	Service Levels
1	Mugapier Depot	10	LoS B
2	Mugapier Depot (Opp.)	5	LoS C
3	MGR Silai	0	LoS C
4	MGR Silai (Opp.)	0	LoS C
5	Wavin	2	LoS C
6	Wavin (Opp.)	3	LoS C
7	Golden flats	9	LoS B
8	Golden Flats (Opp.)	14	LoS A
9	TS Krishna Nagar	10	LoS B
10	TS Krishna Nagar (Opp.)	11.5	LoS B
11	Collector Nagar	8.5	LoS B
12	Collector Nagar Extn.	10	LoS B
13	Collector Nagar (Opp.)	12	LoS B
14	Thirumangalam EB	11.3	LoS B
15	Thirumangalam EB (Opp.)	12.5	LoS B
16	Thirumangalam Metro	15	LoS A
17	Thirumangalam Metro (Opp.)	0	LoS C
18	Anna Nagar Roundtana (Opp.)	0	LoS C
19	Thirumangalam Metro Extn. (Opp.)	14	LoS A
20	Thirumangalam (near junction) (Opp.)	8	LoS B
21	Thirumangalam (near junction)	8	LoS B
22	12th Main Road	16	LoS A
23	12th main road (Opp.)	15	LoS A
24	Anna Nagar Tower	17	LoS A
25	Anna Nagar Tower (Opp.)	17	LoS A
26	Anna Nagar Tower (exit 2)	14	LoS A
27	Blue Star	10	LoS B
28	Iyyappan Koil	14	LoS A
29	Anna Nagar Roundana	10	LoS B
30	Anna Nagar East Metro	17	LoS A
31	Anna Nagar East Metro (Opp.)	16	LoS A
32	Chintamani	12	LoS B
33	Anna Nagar Chinthamani	14	LoS A
34	Girias	10	LoS B
35	KILPAUK GARDEN CEMETRY ROAD	8	LoS B
36	Bala Vihar	13	LoS B
37	Kilpauk Garden	6	LoS C
38	Kilpauk Garden/Oriental Bank	9	LoS B
39	Mummy Daddy	5	LoS C
40	Kilpauk Garden Mummy Daddy	8	LoS B
41	Mummy Daddy/Kilpauk Garden (Opp.)	6	LoS C
42	Abhirami theatre	8.5	LoS B
43	Dharmaprakash/purasaiwalkam	11.5	LoS B
44	Motcham theatre	14	LoS A
45	Motcham	10.5	LoS B
46	MCTM School	11	LoS B
47	MadharSha	8	LoS B

S.No.	Bus Stop Names	Total	Service Levels
48	Purasaivakkam Tank	9	LoS B
49	Purasaiwalkam Tank (Opp.)	10	LoS B
50	Puraiswalkam Tank Extn. (Opp.)	11	LoS B
51	Doveton	10	LoS B
52	Vepery	6	LoS C
53	Madras Veterinary Hospital	9	LoS B
54	Madras veterinary college (opp)	8	LoS C
55	Taluk office	11	LoS B
56	Taluk office (towards central)	5	LoS C
57	Periyamedu (old)	0	LoS C
58	Periyamedu (Opp.)	0	LoS C
59	Periyamedu (New)	10	LoS B
60	Central metro /park station	16.5	LoS A
61	Central Metro (Opp.)	16	LoS A
62	Nurse quarters	11	LoS B
63	Parrys evening bazaar/Park town	11	LoS B
64	Dental college	0	LoS C
65	High Court	0	LoS C
66	High Court (Opp.)	0	LoS C
67	Ratan Bazaar	0	LoS C
68	Paigada	3	LoS C
69	MMDA	5	LoS C
70	THIRU NAGAR	8	LoS B
71	Vadapalani SIIMS	0	LoS C
72	Kasi Theatre	0	LoS C
73	Vadapalani SIIMS	7	LoS B
74	Sivan koil	6	LoS C
75	Ashok Pillar	12	LoS B
76	Ashok Nagar	12	LoS B
77	Ashok Nagar 11th main road	12	LoS B
78	Kalaimagal Nagar	8.5	LoS B
79	Kalaimagal nagar (opp.)	10	LoS B
80	KK nagar telephone exchange	12	LoS B
81	Udhayam Theatre	12	LoS B
82	Udhayam theatre (extension)	11	LoS B
83	Ragava Colony	9	LoS B
84	RR Colony	9.5	LoS B
85	Ashok Nagar 12th Avenue	7	LoS B
86	Mettupalayam	6	LoS C
87	Mettupalayam	10	LoS B
88	Mettupalayam	0	LoS C
89	Srinivasa Theatre opposite	0	LoS C
90	Srinivasa Theatre	13	LoS B
91	Aranganathan subway	5	LoS C
92	Kaveri Nagar/TNEB Flats	6	LoS C
93	TNHB flats (opp)	10	LoS B
94	New Boag Road/Kannamapettai burial ground	11	LoS B
95	Kannamapettai burial ground	6	LoS C

S.No.	Bus Stop Names	Total	Service Levels
96	Kannamapettai burial ground	0	LoS C
97	CIT Nagar bus stop	0	LoS C
98	Todd Hunter Nagar	10	LoS B
99	Panagal Maligai Bus stop	14	LoS A
100	Saidapet police station	14	LoS A
101	Saidapet court	15.2	LoS A
102	Anna University	13.8	LoS A
103	Cancer Institute	14	LoS A
104	Gandhi Nagar	9	LoS B
105	Nandanam	17	LoS A

Annexure 2:

S.No.	Audit No.	Bus Stops without Shelter	Bus Stop Location
1	3	MGR Silai	13.08537, 80.16985
2	4	MGR Silai (Opp.)	13.08566, 80.16996
3	17	Thirumangalam Metro (Opp.)	13.08513, 80.20162
4	18	Anna Nagar Roundtana (Opp.)	13.08455, 80.21677
5	57	Periyamedu (old)	13.08373, 80.27070
6	58	Periyamedu (Opp.)	13.08388, 80.27047
7	64	Dental college	13.08301, 80.28203
8	65	High Court	13.08523, 80.28447
9	66	High Court (Opp.)	13.08515, 80.28362
10	67	Ratan Bazaar	13.08504, 80.27947
11	71	Vadapalani SIIMS	13.05379, 80.21199
12	72	Kasi Theatre	13.02961, 80.20903
13	88	Mettupalayam	13.03234, 80.22026
14	89	Srinivasa Theatre opposite	13.03124, 80.2232
15	96	Kannamapettai burial ground	13.03042, 80.22832
16	97	CIT Nagar bus stop	13.03094, 80.23178

S.No.	Audit No.	Shelters that are not in use	Bus Stop Location
1	19	Thirumangalam Metro Extn. (Opp.)	13.08514, 80.20173
2	26	Anna Nagar Tower (exit 2)	13.08486, 80.20784
3	39	Mummy Daddy	13.08367, 80.24009
4	73	Vadapalani SIIMS	13.05316, 80.21195
5	82	Udhayam theatre (extension)	13.03508, 80.21153
6	77	Ashok Nagar 11th main road	13.03199, 80.21108
7	86	Mettupalayam	13.03217, 80.21886
8	87	Mettupalayam (Extn.)	13.03199, 80.22112
9	94	New Boag Road/Kannamapettai burial ground	13.03040, 80.22872

Annexure 3:

S.no.	Audit no.	Shelters with no Nameboards	Type of shelter	Bus Stop Location
1	2	Mugapier Depot (Opp.)	Stand-alone Bus Shelter	13.08297, 80.17109
2	5	Wavin	Stand-alone Bus Shelter	13.08871, 80.17151
3	6	Wavin (Opp.)	Stand-alone Bus Shelter	13.08871, 80.17151
4	37	Kilpauk Garden	Stand-alone Bus Shelter	13.08339, 80.23310
5	39	Mummy Daddy	Shelter not in use	13.08367, 80.24009
6	42	Abhirami theatre	Set of Bus Shelters	13.08564, 80.24659
7	43	Dharmaparakash/purasaiwalkam	Set of Bus Shelters	13.07981, 80.25463
8	45	Motcham	Set of Bus Shelters	13.08460, 80.25011
9	47	MadharSha	Stand-alone Bus Shelter	13.08586, 80.25193
10	51	Doveton	Set of Bus Shelters	13.08820, 80.26222
11	55	Taluk office (towards central)	Set of Bus Shelters	13.08686, 80.27027
12	56	Taluk office	Stand-alone Bus Shelter	13.08715, 80.26984
13	59	Periyamedu (New)	Stand-alone Bus Shelter	13.08305, 80.27076
14	60	Central metro /park station	Set of Bus Shelters	13.08189, 80.27405
15	68	Paigada	Stand-alone Bus Shelter	13.08565, 80.27983
16	69	MMDA	Stand-alone Bus Shelter	13.06376, 80.21169
17	74	Sivan koil	Set of Bus Shelters	13.04652, 80.21238
18	84	RR Colony	Set of Bus Shelters	13.03043, 80.21674
19	86	Mettupalayam	Shelter not in use	13.03217, 80.21886
20	91	Aranganathan subway	Set of Bus Shelters	13.02906, 80.22436
21	92	Kaveri Nagar/TNEB Flats	Stand-alone Bus Shelter	13.02850, 80.22720
22	95	Kannamapettai burial ground	Stand-alone Bus Shelter	13.03031, 80.22835
23	102	Anna University	Set of Bus Shelters	13.00832, 80.23379

Annexure 4:

S.No.	Audit No.	Bus Stop without pavement and footpath	Type of shelter	Bus Stop Location
1	6	Wavin (Opp.)	Stand-alone Bus Shelter	13.08871, 80.17151
2	12	Collector Nagar Extn.	Stand-alone Bus Shelter	13.08743, 80.19336
3	20	Thirumangalam (near junction) (Opp.)	Stand-alone Bus Shelter	13.08523, 80.19947
4	70	THIRU NAGAR	Stand-alone Bus Shelter	13.05796, 80.21170
5	73	Vadapalani SIIMS	Shelter not in use	13.05316, 80.21195
6	74	Sivan koil	Set of Bus Shelters	13.04652, 80.21238
7	104	Gandhi Nagar	Set of Bus Shelters	13.00683, 80.24097

Annexure 5:

S.No.	Audit No.	Dilapidated bus shelter	Type of shelter	Bus Stop Location
1	2	Mugapier Depot (Opp.)	Stand-alone Bus Shelter	13.08297, 80.17109
2	5	Wavin	Stand-alone Bus Shelter	13.08871, 80.17151
3	6	Wavin (Opp.)	Stand-alone Bus Shelter	13.08871, 80.17151
4	20	Thirumangalam (near junction) (Opp.)	Stand-alone Bus Shelter	13.08523, 80.19947
5	21	Thirumangalam (near junction)	Stand-alone Bus Shelter	13.08547, 80.19918
6	29	Anna Nagar Roundana	Stand-alone Bus Shelter	13.08486, 80.21589
7	32	Chintamani	Stand-alone Bus Shelter	13.08471, 80.22455
8	37	Kilpauk Garden	Stand-alone Bus Shelter	13.08339, 80.23310
9	39	Mummy Daddy	Shelter not in use	13.08367, 80.24009
10	47	MadharSha	Stand-alone Bus Shelter	13.08586, 80.25193
11	48	Purasaivakkam Tank	Stand-alone Bus Shelter	13.08566, 80.25394
12	52	Vepery	Stand-alone Bus Shelter	13.08819, 80.26238
13	53	Madras Veterinary Hospital	Stand-alone Bus Shelter	13.08527, 80.26693
14	56	Taluk office	Stand-alone Bus Shelter	13.08715, 80.26984
15	68	Paigada	Stand-alone Bus Shelter	13.08565, 80.27983
16	69	MMDA	Stand-alone Bus Shelter	13.06376, 80.21169
17	70	THIRU NAGAR	Stand-alone Bus Shelter	13.05796, 80.21170
18	75	Ashok Pillar	Stand-alone Bus Shelter	13.03346, 80.21205
19	83	Ragava Colony	Stand-alone Bus Shelter	13.03043, 80.21476
20	90	Srinivasa Theatre	Stand-alone Bus Shelter	13.03118, 80.22390
21	91	Aranganathan subway	Set of Bus Shelters	13.02906, 80.22436
22	92	Kaveri Nagar/TNEB Flats	Stand-alone Bus Shelter	13.02850, 80.22720
23	95	Kannamapettai burial ground	Stand-alone Bus Shelter	13.03031, 80.22835

