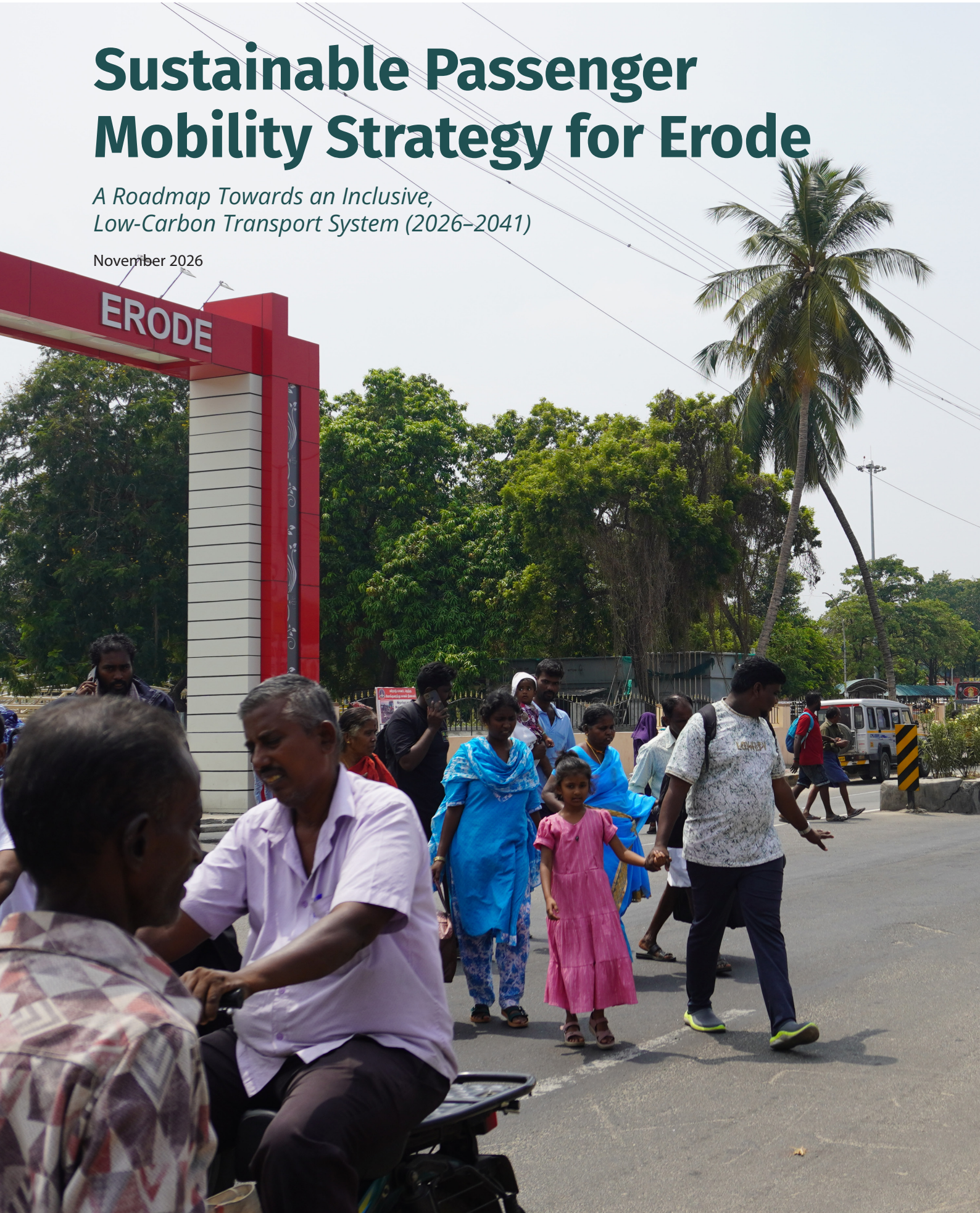
Sustainable Passenger Mobility Strategy for Erode

A Roadmap Towards an Inclusive, Low-Carbon Transport System (2026–2041)

November 2026



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Organisations: The Council on Energy, Environment and Water (CEEW)—a homegrown institution with headquarters in New Delhi—is among the world's leading climate think tanks. The Council uses data, integrated analysis, and strategic outreach to support public policy, transform markets, shape technology, and nudge behaviour. It addresses pressing regional and global challenges through an integrated and internationally focused approach. The Council prides itself on the independence of its high-quality research and strives to impact sustainable development at scale.

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Existing Challenges

Existing Challenges

Lack of adequate bus transport, walking and cycling infrastructure

Erode's public transport network, which is only limited to bus transport, is falling short: Buses reach just 41% (55.56 km) of arterial road length, and only 22% of routes run at high frequency — every 5 minutes. As a result, only 44% of residents can reach a bus stop within a 5-minute walk, and just 13% can access frequent service[1]. Without a reliable, affordable first- and last-mile connection, captive bus users turn to private vehicles or use ride-hailing just to reach a stop, adding almost 20 minutes to every journey[2].

This shortfall persists despite strong demand. Tamil Nadu State Transport Corporation (TNSTC) has a district fleet of 725 buses in Erode, that works out to just **18 buses per lakh population, far short of the standards of the Ministry of Housing and Urban Affairs (MoHUA), prescribed as 40 to 60 per lakh.** Yet, these buses still carry 6 lakh passengers daily and account for 30% of all trips in Erode city[3] . Of this fleet, only 125 buses operate within the Urban Local Body (ULB) boundary, serving nearly 3 lakh passengers daily. **Every second bus user travels 10 km or less,** meaning close to 3 lakh passengers make short, every day, intra-city journeys on a network built for far fewer trips.[4]

Infrastructure quality is equally poor: **99% of audited bus stops fall into Level of Service (LoS) C — the lowest tier** — reflecting weak passenger information, essential facilities, safety, and pedestrian accessibility according to a study by ITDP[5]. Even where a bus arrives, the experience of reaching or using it safely remains substandard.

Walking and cycling fare no better. Together they account for 33% of trips[6], yet infrastructure is severely deficient: **only 7% of corporation school entrances have footpath access, and 36% of bus stop users struggle to access any stop.** The Complete Streets approach targets this gap, with a strategy of redesigning streets to give pedestrians, cyclists, and transit users equal priority.

Intermediate public transport (IPT) fills part of the gap. Auto-rickshaws and share-autos are valued for easy availability (23.5% of users) and lower fares (16.4%), but this convenience rests on shaky ground: nearly one in three IPT trips generates no revenue, for the state, and passengers also face issues like long waits, safety concerns, and lack of digital payment options according to a study by CEEW[7]. Even the shift to cleaner IPT faces hurdles— operators cite high purchase cost (39%), limited financing (25%), and battery replacement cost (16%) as the biggest barriers, though many see environmental benefits and want targeted incentives or subsidies to make the switch.

Together, these findings show a pattern of proven demand for public transport, walking and cycling in the city, but chronic underinvestment in coverage and quality of the infrastructure and systems needed for these.

This challenge is compounded by outdated demand data that does not account for the subsequent rise in motor vehicles.

The rising trend of motorised trips

Erode's roads are absorbing a volume of traffic they were never built for. **Between 2015 and 2025, traffic across nine monitored corridors grew by approximately 31%,** with the sharpest increases — around 32% — concentrated on the city's major cordon routes: Erode–Vellode, Erode–Kongampalayam, and Erode–Modakurichi. The CEEW data shows that at every one of these entry points, two-wheelers (2W) dominate the vehicle mix, followed by four-wheelers (4W)— a clear signal of the city's deepening dependence on private motorised transport rather than shared or public modes.

This growth is not spread evenly across the city,but converges on a handful of already-strained locations. The data further indicates that **core congestion hotspots have emerged around P.S. Park, Government Hospital, and major commercial areas,** where rising vehicle numbers collide with limited road capacity. The pressure is most visible in the city's older commercial core around Gani Market and

1 ITDP, Public Transport and Pedestrian Infrastructure Assessment for Erode: Analysing People Near Transit and the Existing Service Quality of Bus Stops and Footpaths (UK PACT Programme, 2025)

2 CEEW, Movement of People and Goods: Assessing Urban Transport in the city of Erode (UK PACT Programme, 2026)

3 Government of Tamil Nadu, Erode Comprehensive Mobility Plan (2015)

4, 5 Every second bus user reported a travel distance of 10km or less, suggesting that almost 3 lakh passengers commute only within the ULB. ITDP, Public Transport and Pedestrian Infrastructure Assessment for Erode: Analysing People Near Transit and the Existing Service Quality of Bus Stops and Footpaths (UK PACT Programme, 2025)

6 Government of Tamil Nadu, Erode Comprehensive Mobility Plan (2015)

7 Council on Energy, Environment and Water (CEEW). (2026). Greenhouse Gas Accounting for On-Road Transport Emissions: A GPC-compliant inventory for Erode. UK PACT Programme.

the Old Bus Stand, where narrow carriageways force a chaotic mix of traffic to share the same limited space: motorised vehicles moving alongside slow-moving modes such as bullock carts, with no separation or sequencing between them.

Against this backdrop, **a shift toward cleaner vehicles is real.** But the numbers are still marginal. Annual EV registrations have grown sharply, from just 44 vehicles in 2020 to about 4,090 in 2024 — nearly a hundred-fold increase in four years. Yet this momentum has not yet translated into a meaningful share of the overall fleet: **electric vehicles remain a small fraction of Erode's total vehicle stock.** Fossil fuels still power the vehicles that matter most for freight and public transport, with diesel accounting for roughly 97% of LCVs, trucks, and buses. For IPT vehicles, LPG remains the dominant fuel at 59% of the fleet, well ahead of CNG (20%), diesel (13%), petrol (8%), and electric autos, which make up just 1%.[8]

Taken together, these trends describe a city where vehicle growth is outpacing infrastructure, congestion is concentrating in the areas least equipped to handle it, and the clean mobility transition — though gaining pace — has yet to touch the vehicle categories that carry the bulk of Erode's people and goods.

In combination with lack of attractive sustainable mobility alternatives, the city needs to **re-prioritise mobility strategies, and shift focus from movement of vehicles to movement of people.**

Erode's climate and air

As per the Comprehensive Environmental Pollution Index (CEPI) Action Plan for Erode, based on pre-covid data from 2018-2019, pollutant levels such as PM10: 51.5 µg/m^3, PM2.5: 19.25 µg/m^3, NO_2: 21.5 µg/m^3 were all within National Ambient Air Quality Standards 2009 (NAAQS) as well as WHO 2021 guidelines, but PM 10 exceedances were attributed to construction/UGDSS works and vehicles.

According to a recent global study[9] examining differential warming under a 2-degree Celsius climate change in 104 landlocked tropical cities, the urban Land Surface Temperature (LST) in Erode city is 0.5 degrees Celsius higher than that of the surrounding region. This is especially alarming as Erode is already among the hottest cities in the country. **Urban heat island effects are evident in dense commercial hubs such as Surampatti and the bus stand area,** where low vegetation cover and heavy traffic intensify summer heat, creating public health risks.

Urban transport and urban expansion, especially with a rising trend of fossil-fuel based motor vehicles, and corresponding road widening projects, Erode stands to witness a **very harsh weather disproportionately affecting vulnerable road users and those commuting by walk or public transport.**

Governance, policy and planning gaps[10]

The city is endowed with a Comprehensive Mobility Plan (CMP) 2015, and a Masterplan 2041, both of which outline a vision, goals and targets and strategies for sustainable urban transport including public transport and non-motorised transport (NMT).

However, **the assessment of the CMP reveals uneven progress across the city's transport strategies.**

• NMT and public transport show some grounding in evidence and safety planning, but both fall short on securing adequate funding and building in universal accessibility.

• Freight movement and travel demand management are similarly evidence-led, yet weak on design standards, safety provisions, and low-carbon integration.

• Multi-modal integration is backed by supporting evidence, but lacks defined phasing, budgeting, or performance monitoring, and electrification remains largely unaddressed.

Across all strategies, the recurring gaps are the same: sustainable funding, accessibility, inclusivity, and low-carbon outcomes.

The Erode Master Plan aims for sustainable urban growth by channelling major investment in mass transit, ring roads, intelligent transport systems, and logistics hubs, alongside environmental and renewable energy initiatives. But despite these connectivity gains, the plan remains heavily weighted toward capital-intensive road infrastructure, allocating only about 2% to NMT. It also falls short on multimodal integration, peri-urban growth management, inclusivity, and performance monitoring. But avenues such as public-private partnerships, climate finance, and digital tools

8 Council on Energy, Environment and Water (CEEW). (2026). Greenhouse Gas Accounting for On-Road Transport Emissions: A GPC-compliant inventory for Erode. UK PACT Programme.

9 Sarah Berk et al., "Amplified Warming in Tropical and Subtropical Cities under 2 °C Climate Change," Proceedings of the National Academy of Sciences 123, no. 6 (2026): e2502873123, https://doi.org/10.1073/pnas.2502873123.

10 ITDP India. (2025). Assessment Report of Plans, Policies, Data Infrastructure & Institutional Frameworks Related to Climate, Urban Planning and Mobility for Erode City.

offer real potential to strengthen financial sustainability and push forward Erode's green mobility goals.

Transport planning, road infrastructure development, and traffic management functions are currently distributed across multiple agencies, including municipal engineering departments, Traffic Police, and State Highways authorities. These functions operate under distinct mandates and jurisdictional responsibilities, resulting in fragmented implementation processes and limited coordination.

While the District-Level High-Power Committee, chaired by the Collector, handles dispute resolution, **there is no formal mechanism for joint planning, sequencing projects, or aligning budgets across agencies.** Institutional capacity is another weak point: technical know-how rests with a small pool of senior engineers, the municipal team is short-staffed, and individual officers often juggle multiple roles, which drags down efficiency.

Funding poses an equally serious constraint. The municipality, Erode City Municipal Corporation, (ECMC)'s own revenue base cannot support large-scale infrastructure investment, and dependence on irregular external funding leaves finances unstable. Stakeholder consultations brought out more concerns about bureaucratic delays, unsafe conditions around schools, persistent congestion hotspots, and weak enforcement.

The city of Erode, has the potential to become a walking and cycling city, but is in strong need of the right infrastructure, planned in the right areas. An increase in non-motorised transport and public transport trips not only reduces the dependence on motor-vehicles, but also promises to improve environmental and public health.

Sustainable passenger mobility in Erode is ultimately the story of a city choosing to organise itself around its people's everyday journeys, from the footpath outside their home, to the bus stop at the end of it, to the IPT stand that carries them the last mile, to the institutions that quietly ensure all of it works, day after day, cleanly and safely, for every resident of Erode.



The Vision

The Vision

Vision for sustainable passenger mobility

Overarching vision

By the 2041 horizon year of this strategy, Erode will have transformed from a city where private motorised transport is the default choice into one where walking, cycling, public transport, and intermediate public transport form a single, connected, and dignified mobility system that serves every resident, regardless of age, ability, or income.

The goal is that mobility will be defined not by the vehicle a person owns, but by the quality of the network available to them. A resident will be able to walk safely and comfortably to a bus stop or IPT stand, board a reliable and well-regulated service, transfer seamlessly between modes, and reach their destination.

Simultaneously, the city's transport system will steadily move toward zero-emission and low-carbon operation. Underpinning this shift will be an institutional architecture strong enough to plan, coordinate, regulate, and sustain the shift, turning today's fragmented, agency-by-agency approach to transport into a single, accountable system.

Pathways of change

The **Avoid–Shift–Improve (A-S-I)** framework provides a comprehensive blueprint for transforming urban passenger transport into a sustainable, accessible, and high-performing system. At its core, the framework targets the root causes of urban congestion and emissions by establishing a clear hierarchy of action. The **'Avoid'** dimension focuses on reducing the absolute need for motorised travel through compact spatial planning, localised access, and strategic demand management.

Building on this, the **'Shift'** dimension seeks to transition daily trips away from private motorised vehicles toward higher-capacity public transit, active transportation, and shared mobility options.

Finally, the **'Improve'** dimension aims to optimise the overall performance of the transport ecosystem by upgrading vehicle energy efficiency, expanding clean energy infrastructure, and modernising transit systems.

When the A-S-I framework, are applied to urban street networks, pathways translate directly into actionable goals across key functional pillars.

None of these can succeed in isolation, a reliable bus network is only as useful as the footpath that gets a passenger to the stop; an electrified fleet is only as clean as the grid and financing behind it; and no pillar can be sustained without an institution empowered to coordinate across agencies. Together, they describe a city where sustainable mobility is not an alternative to convenience, but the source of it.

This vision therefore, rests on six interdependent pillars:

- **Public Transport**
- **Non-Motorised Transport (NMT)**
- **Intermediate Public Transport (IPT)**
- **Transport Demand Management (TDM)**
- **Clean Mobility**
- **Institutional Reforms**

that hold them together.

The complete streets approach

The 'Complete Streets' approach can be laid out under the following, larger set of 5 guiding principles:



Equity and inclusion

Every road user gets their fair share of space

Walking and cycling are made attractive

Public transport is easily accessible

Road safety

Towards Vision Zero: no lives are lost





Environmental sustainability

Everyone breathes clean air

Streets adapt to climatic changes

Efficient streets

Everyone moves around the city seamlessly without losing time stuck in traffic congestion

Dependence on private vehicles for short-trips and long-term parking demand on the streets is minimised





Economic growth

People enjoy street life

Businesses flourish

Delivering the Complete Streets approach in Erode requires coordinated action at three interlocking levels: the street, the network, and the city's strategic plan.

i) Street level: Infrastructure improvements

For most residents, the Complete Streets approach will be felt through the streets they use daily, and success will show as visible change in how those streets look and function. The approach involves designing streets with space not just to move through efficiently, but to dwell in: room for walking, cycling, sitting, waiting for a bus, interacting, and participating in everyday public life. It means adding seating, shade, and greenery, and reclaiming streets from vehicle dominance by designing for slower speeds. The approach is also about activating public space with markets and events and including temporary closures to traffic, so people are drawn to shop, gather, and linger at streets. Each change reshapes how residents experience a single street.

But street-level change alone is not enough, its benefits are capped by decisions made at a larger scale.

ii) Network level: Planning and managing Erode's transport system

The overall planning and management of Erode's city wide transport network determines what is possible on any individual street. The coverage and reliability of public transport, vehicular speed, and air quality all shape a street's character, however well the street is designed.

A redesigned street cannot compensate for an unreliable bus network or unmanaged traffic nearby. Therefore, deliberate management of the network as a whole is required. Making public transport and IPT more efficient, affordable, and reliable will make them the obvious choice for more journeys, driving the shift from private vehicles.This eventually makes streets safer for walking and cycling, enforcing street-level change and last-mile connectivity.

Erode also needs smarter freight and delivery management, varying street use across the day so walking, cycling, and commerce can coexist, alongside better management of roadworks, signals, and enforcement to keep roads genuinely safe.

iii) Strategic level: Policy and planning

As a city grows, more people will need to move through the city, and the only way to do so efficiently while protecting quality of life is to plan for walking, cycling, and public transport as the first choice for travel, not the fallback. This must be embedded into how Erode plans land use and growth from the outset.

Locating new housing around transit corridors and strengthening connections to local centres will allow more residents to access everyday needs within walking or cycling distance, while distant destinations stay reachable by public transport.

By embedding these principles into Erode's Master Plan and Comprehensive Mobility Plan, and working with developers and local authorities, the city can ensure every new development embeds Complete Streets from the design stage, rather than retrofitting it later. Policies that reduce car dependency and promote active travel in every growth area can ensure Erode expands sustainably.

Together, these three levels reinforce one another: strategic policy enables a well-managed network; a well-managed network makes streets viable for walking, cycling, and transit; and people-first streets are visible proof the strategy is working.



03 Public Transport (PT) Strategy

Public Transport Strategy

Strategies for integrated intervention

In Public Transport, the 'Shift' and 'Improve' pathways converge to capture private vehicle trips by expanding network coverage, increasing service frequency, ensuring universal accessibility, and adopting cleaner fleet technologies, while the 'Avoid' pathway helps shapes densification along the primary bus network, mixed-use provisions, and station-area intensification around Erode Junction.

The primary objectives for the improvement of public transport, (bus-based in the case of Erode), are centred on enhancing service availability to meet benchmark standards, ensuring close-proximity transit access across urban corridors, retrofitting infrastructure for universal design, and progressively transitioning public fleets from Internal Combustion Engine (ICE) vehicles to zero-emission technology.

Planning level: Network & Fleet Strategies

Robust bus network 01
Primary corridors
Secondary routes
Demand-based services

Nodal Agency: **TNSTC**

Expanded primary network 02
Add remaining 85 km
Cover NH, SH, MDR, ODR
Connect new areas

Nodal Agency: **TNSTC**

Increased service timings 03
Timings to 5:30 a.m – 10:00 p.m
High-demand corridors
Citywide mobility window

Nodal Agency: **TNSTC, RTO**

Increased fleet size 04
Atleast 40 buses per lakh (MoHUA)
Both standard and electric buses
Phased scale-up

Nodal Agency: **TNSTC**

IPT Integration as a complementing service 05
Share-auto route integration Formalisation as a reliable first-last-mile connectivity

Nodal Agency: **RTO, TNSTC**

1 *Source for all the data and pointers in this chapter is the CEEW report 2026 (Movement of People and Goods: Assessing Urban Transport in the city of Erode) and the*

2 *ITDP, Public Transport and Pedestrian Infrastructure Assessment for Erode: Analysing People Near Transit and the Existing Service Quality of Bus Stops and Footpaths (UK PACT Programme, 2025)*

Infrastructure level: Bus stops and passenger amenities

06

New bus shelters
Well-shaded and cooled-bus stops
Sufficient seating
Static and digital passenger information

Nodal Agency: **ECMC**

07

Retrofitting existing bus shelters
Bus stop signs and name boards
Route maps and route numbers
Real-time displays and helpline

Nodal Agency: **ECMC**

08

New buses with universal design
Low-floor buses
Audio announcements
Accessible ramps & signage

Nodal Agency: **ECMC**

09

Pedestrian access to bus stops
Continuous footpaths
Safe crossings & lighting
Clear distance of 250 m on either side of stop

Nodal Agency: **ECMC, Highways**

10

Bus stops integrated with IPT bays
Designated auto bays 25 m from stops

Nodal Agency: **ECMC, Highways**

11

Safety features at stops
Elimination of dead spaces · Safe crossings & tactile paving · Secure, well-lit waiting environments 30–40 lux uniform lighting (IRC) · CCTV & panic buttons · Emergency helpline displays

Nodal Agency: **ECMC/ Hihways, Traffic Police**



Irregular pick-up points at Central Bus Stand

Policy and guidelines: Regulatory framework

POLICY 01

Bus stop design guidelines
Uniform design standards for bus shelter adopted citywide
Nodal Agency: ECMC

POLICY 02

Fleet monitoring and regulation
TNSTC + Private fleet combined database
Age thresholds and fuel-based phased restrictions
Nodal agency: TNSTC, RTO

POLICY 03

Digital integration
UPI/QR payments
Portable ticketing for conductors
Real-time info: app, displays, multilingual
Nodal agency: ECMC

POLICY 04

Service quality and driver training
QR complaint redressal at stops and onboard
Safety and disability-inclusive driver training
EV fleet driver training
Nodal agency: TNSTC

POLICY 05

Land-use reform around bus transit nodes
Mixed-use developments along primary access streets of transit nodes
Densification using higher FSI norms and land consolidation
Nodal agency: DTCP

Table 1 Implementation framework for PT strategies

Strategy	Cost	Short	Medium	Long
Strategy 1: Robust bus network				
Prepare a network plan identifying primary, secondary, and community connect routes and optimising the existing TNSTC, private bus, mini-bus, and IPT fleet to serve a greater share of the population. (See Annexure 2.)	Low	■		
Deploy the existing fleet of 30 mini-buses on important secondary routes identified through the network plan.	Low	■		
Strategy 2: Expanded primary network				
Extend network coverage by 85 km to connect newly urbanising areas, especially in the north and west of the city and link all major road categories (NH, SH, MDR, ODR).	High			■
Strategy 3: Increased service timings				
Extend bus service operating hours to 5:30 a.m.–10:00 p.m on high-demand corridors.	Low		■	
Achieve frequent transit (buses every 5 minutes) on all high-demand corridors.	High			■
Strategy 4: Increased fleet size				
Provide a dedicated fleet for the ULB, proportionate to the population.	High			■
Introduce electric buses in the fleet, replacing 5% of the old fleet annually.	High		■	■
Strategy 5: IPT integration as a complementing service				
Establish routes, stops and pick-up, drop-off zones for IPT intersecting with bus routes and stops.	Low	■		
Integrate IPT service data into journey planning applications, as a first-last-mile option.	Low		■	■
Strategy 6: New bus shelters				
Construct 15 new modern bus shelters at high-footfall stops: P.S. Park (2 no.s), Teachers' Colony (2 no.s), VOC Park (2 no.s), Collectorate (2 no.s), Karungalpalayam (2 no.s), Manikoondu (2 no.s), Vaikalmedu (2 no.s), Annamar Bunk (1 no).	Low	■		
Strategy 7: Retrofitting existing bus shelters				
Install passenger information systems — bus stop signage, route numbers, real-time displays, route maps, and helpline numbers — at 10 existing high-footfall shelters: P.S. Park (1 no.), GH Bus Stop (1 no.), Bull-fight Junction (1 no.), Teachers' Colony (2), Thindal (2 no.s), Lotus Hospital, Petrol Bunk, Veerappanchatram (1 no.).	Low			

Strategy	Cost	Short	Medium	Long
Retrofit all 225 bus shelters with universal design features: ramps, accessible signage, tactile guidance, and adequate lighting (30–40 lux as per IRC standards).	Medium			
Strategy 8: New buses with universal design				
Scale the urban bus fleet from 125 to 375 buses on a pro-rata basis to meet the MoHUA benchmark of 60 buses per lakh population or atleast 40 buses per lakh population, with a mix of standard, electric, and low-floor vehicles.	High			
Strategy 9: Pedestrian access to bus stops				
Construct footpath for 250 m on either side of high-footfall bus shelters, amounting to ~3.5 km: P.S Park, Collectorate, Erode Bus Stand, Karungalpalayam, Manikoondu, and Vaikalmedu.	Medium			
Construct footpath of length of approximately 100 kms which covers a distance of 250m on either side of all bus shelters.	High			
Strategy 10: Bus stops integrated with IPT bays				
Complete physical integration of IPT pick-up/drop-off bays at all bus stops across the network.	Medium			
Strategy 11: Safety features at stops				
Set up a QR code-based complaint redressal system at bus stops and onboard.	Low			
Deploy panic buttons on all buses and bus stops and connect the alarm to police stations	Low			
Implement uniform lighting of 30-40 lux across all bus stops	Medium			

Cost: Low – upto ₹50 cr, Medium - ₹50- 200 cr, High - > ₹200cr | Timelines: Short – 2026-2027, Medium – 2027-2031, Long – 2031-2041



Restricted access to bus stop at Bull Fight Junction

Strategy	Cost	Short	Medium	Long
Policy 1: Bus stop design guidelines				
Adopt Comprehensive Guidelines.	N/A			
Policy 2: Fleet monitoring and regulation				
Establish a centralised database of TNSTC and private bus routes, schedules, and fleet details to enable evidence-based periodic undertaking of route optimisation and rationalisation.	Low			
Introduce regulatory monitoring of fleet age and condition for TNSTC and private operators, with phased restrictions on buses exceeding age thresholds linked to permit renewals.	Low			
Introduce statutory punctuality standards for TNSTC and private operators, modelled on international 'Punctuality Improvement Partnership' frameworks.	Low			
Policy 3: Digital integration				
Enable UPI/QR payments and portable ticketing devices on TNSTC services; pilot multilingual real-time passenger information at terminal displays.	Medium			
Policy 4: Service quality and driver training				
Evaluate private bus operator performance against published benchmarks as a condition of permit renewal.	N/A			
Policy 5: Land-use reforms around bus transit nodes				
Integrate transit zone planning measures into Erode Masterplan 2041	N/A			
Prepare Local Area Plans for transit shed of central bus stand, and solar bus stand.	Medium			

Cost: Low – upto ₹50 cr, Medium - ₹50- 200 cr, High - > ₹200cr | Timelines: Short – 2026-2027, Medium – 2027-2031, Long – 2031-2041



Inconsistent infrastructure at P.S Park Junction

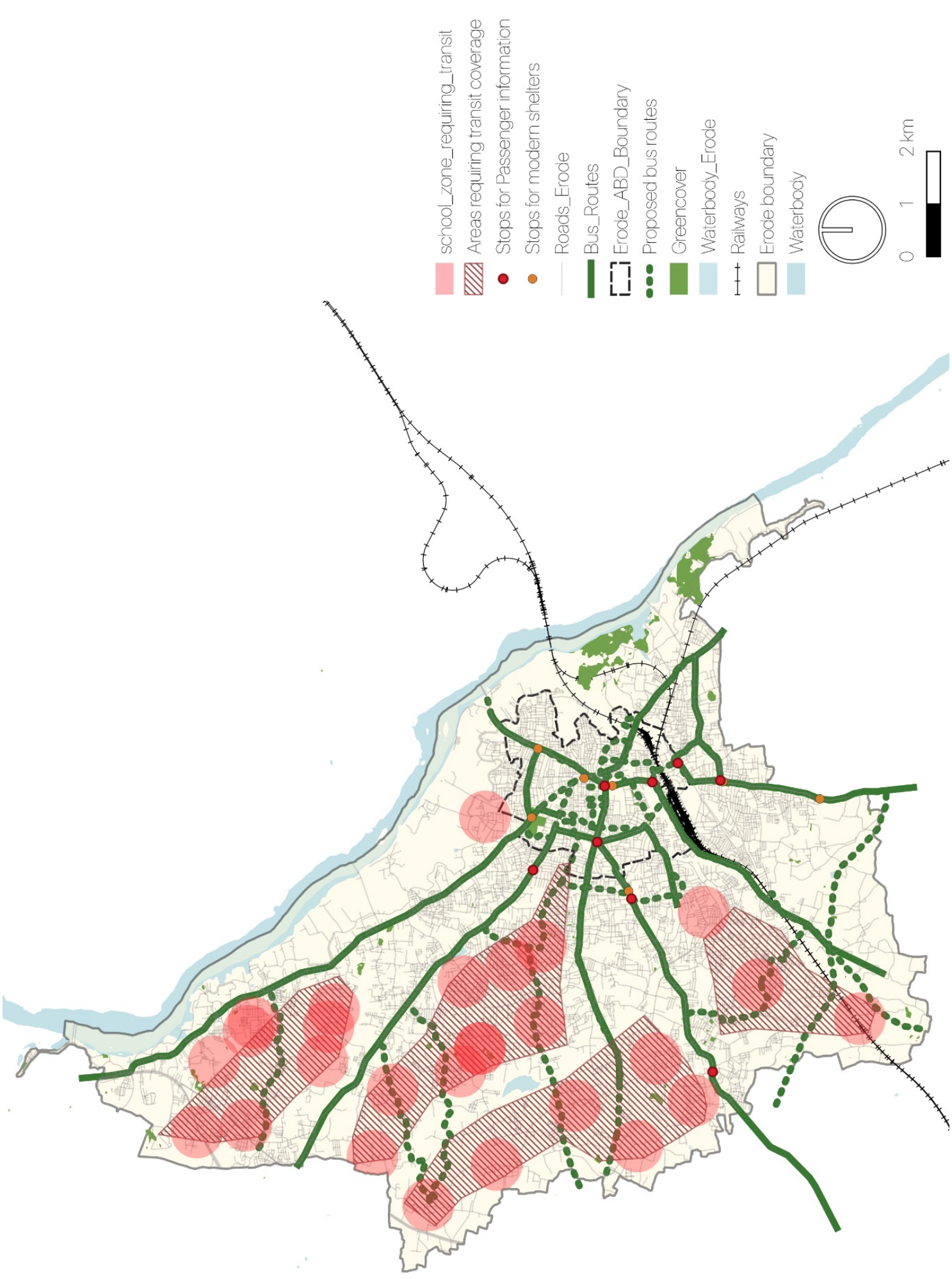

Figure 1 PT infrastructure pilot locations



04 Non Motorised Transport (NMT) Strategy

Non Motorised Transport (NMT) Strategy

Strategies for integrated intervention

Non-motorised transport serves the 'Avoid' and 'Shift' pathways by enabling footpath design that ensure minimum road space provided for pedestrians, shared lanes or cycling networks, and short daily trips without generating vehicle emissions. Measures for the 'Improve' pathway deliver continuous, safe, and protected active travel infrastructure.

Complete street goals for active mobility prioritise delivering obstruction-free pedestrian and cycling networks around major transit hubs, improving road safety through dedicated rights-of-way, and implementing targeted safety zones around vulnerable locations like schools to eliminate pedestrian incidents.

Planning level: NMT network and street design

New NMT networks at hotspots 01
Footpath and cycle networks at transit nodes
Commercial zones based on pedestrian volume audits and OD matrix

Nodal Agency: **ECMC, Highways**

Integrating blue-green infrastructure 02
NMT-only networks along riverbanks, tanks and greens

Nodal Agency: **PWD**

Retrofitting existing footpath 03
Pedestrian crossing and refuge
Removal of encroachments
Pedestrian access ramps

Nodal Agency: **ECMC, Highways**

Safe school streets 04
Traffic calming near schools
Safe crossings and walking paths
Priority at accident hotspots

Nodal Agency: **ECMC, Highways**

Pedestrian-only streets 05
Convert narrow core-area streets (ROW<9m)
One-way or fully pedestrianised
Reclaim street space for people

Nodal Agency: **ECMC, Highways**

1 *ITDP, Public Transport and Pedestrian Infrastructure Assessment for Erode: Analysing People Near Transit and the Existing Service Quality of Bus Stops and Footpaths (UK PACT Programme, 2025)*

Infrastructure level: Footpaths, crossings and street upgrades

06

Walkability and universal design
IRC-standard upgrades
Ramps, tactile, lighting, signage
Shaded, obstruction-free paths

Nodal Agency: **ECMC, Highways**

07

Pedestrian crossings
Zebra and raised crossings
Pedestrian refuges at junctions
Priority at markets, hospitals, schools

Nodal Agency: **ECMC, Highways**

08

Traffic Calming
Speed breakers, bumps, chicanes
Warning signs and bollards
Kerb reallocation at intersections

Nodal Agency: **ECMC, Highways**

09

Junction improvements
Markings, signage, ramps & bollards
Pedestrian crossing infrastructure at intersections

Nodal Agency: **ECMC, Highways**





Unprotected pedestrian space at Bull Fight junction

Policy and guidelines: Regulatory framework

POLICY 01

Complete streets policy
Unit within ECMC
Planning, design and maintenance
NMT infrastructure oversight

POLICY 02

Complete street guidelines
Uniform design standards
Footpath design policy
All road agencies accountable

POLICY 03

Monitoring and evaluation
NMT mode share KPIs
Accident reduction tracking
Five-year periodic reviews

Table 2 Implementation framework for NMT strategies

Strategy	Cost	Short	Medium	Long
Strategy 1: New NMT networks at hotspots				
Develop an NMT network plan that integrates blue-green assets, with input from all stakeholders, including Highways, DTCP, and Traffic Police, which can help inform project phasing, project prioritisation, as well as the Erode Masterplan 2041.	N/A			
Achieve continuous, IRC-compliant footpaths on the full arterial and sub-arterial network.	High			
Implement cycling lane pilot and assess impact.	Low			
Conduct pedestrian volume assessments.	Low			
Strategy 2: Intergrating blue-green infrastructure				
Establish NMT-only low-carbon corridors along all major blue-green edges (river-front and canals), intersecting with road-based NMT networks.	High			
Strategy 3: Retrofitting existing footpaths				
Upgrade existing footpaths of length 10.7 km on all arterial and sub-arterial roads to IRC standards: lighting, ramps, tactile paving, shaded waiting areas, and obstruction-free paths.	Low			
Strategy 4: Safe school streets				
'Safe school street' on Bharathi Salai: footpaths, signage, pick-up/drop-off points, speed calming, and crossing infrastructure on the 570m access road to Kamaraj Memorial Higher Secondary School.	Low			
Increase footpath/pedestrian-friendly access to corporation schools from the current 7% to at least 50% within 5 years, and to full coverage by 2041.	High			
Strategy 5: Pedestrian-only streets				
Convert narrow core-area streets (Right of Way below 9m) to one-way or fully pedestrianised streets.	Low			
Strategy 7: Pedestrian access to transit				
Provide pedestrian access within 250m radius of every bus stop and transit node.	PT Strategy			

Strategy	Cost	Short	Medium	Long
Strategy 6: Walkability and universal design				
Potential streets for complete street pilot include those that are greater than 9m RoW, and have a mix of all road users with footpaths created as per IRC norms, and integration of cycle-safe infrastructure. ECMC owned roads – Netaji road, Easrwaran kovil street, Periyar nagar road, Cauvery road, Jeevanandham road Highways owned roads – Reallocation of carriageway space, footpath upgrades, crossing infrastructure, and junction improvements.	Low			
Strategy 9: Traffic calming				
Implement zebra or raised crossings at all major intersection arms and high-footfall mid-block locations, especially in front of bus stops, markets, hospitals, and institutions.	Low			
Deploy traffic-calming measures on all school access streets within 3 years.	Low			
Strategy 10: Junction improvements				
Improve four junctions with critical vehicular traffic and pedestrian - vehicular conflicts including P.S Park, G.H, Karungalpalayam	Low			
Policy 1: Complete streets policy				
Establish a dedicated Complete Streets Cell within ECMC with mandate over planning, design, implementation, and maintenance of NMT infrastructure, governed by a Complete Streets Policy.	N/A			
Policy 2: Complete street guidelines				
Adopt 'Complete Streets' design guidelines applicable to all new road projects across ECMC, State Highways and National Highways.	N/A			
Policy 3: Monitoring and evaluation				
Track and publicly report NMT mode share, accident rates, and corridor usage every five years, with results feeding into Master Plan revisions.	N/A			

Cost: Low – upto ₹50 cr, Medium - ₹50- 200 cr, High - > ₹200cr | Timelines: Short – 2026-2027, Medium – 2027-2031, Long – 2031-2041

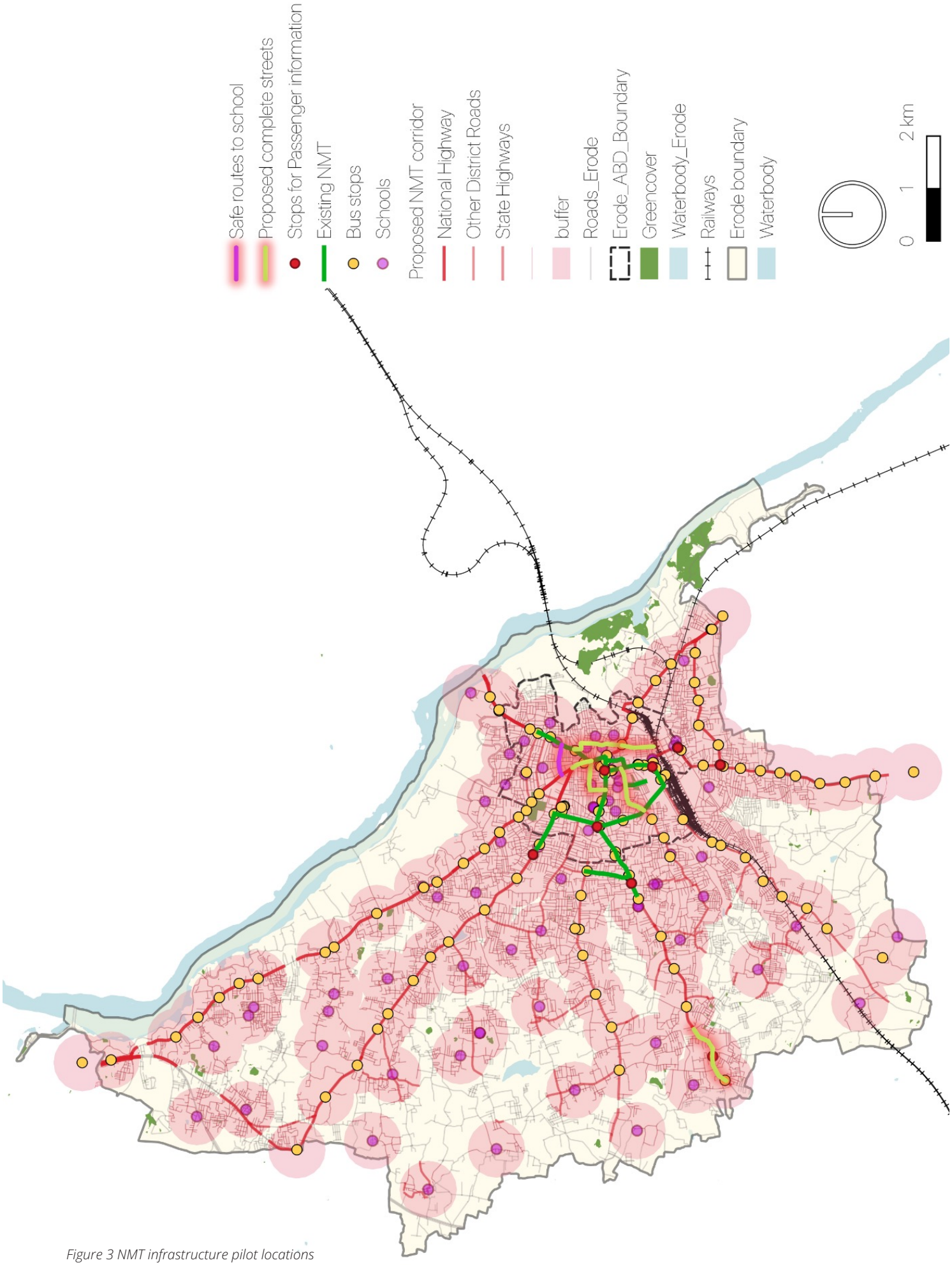

Figure 3 NMT infrastructure pilot locations



Kalaimagal school street



05 Intermediate Public Transport (IPT) Strategy

Intermediate Public Transport (IPT) Strategy

Strategies for integrated intervention

Complementing primary transit and active travel, Intermediate Public Transport (IPT) functions as a critical feeder mechanism by replacing private vehicle usage with flexible, shared local services ('Shift'), while integrating fleet electrification and organised pickup zones ('Improve').

Street implementation focuses on establishing designated, well-lit transfer bays near primary transit nodes to streamline interchanges without encroaching on pedestrian space. Standardised operational guidelines, digital integration, and driver training further promote equitable access and safer travel conditions across these localised services.

Planning level: IPT network and fleet[1]

01

Formalise IPT network
Issue permits
Designated pick-up/drop-off
SoP
Signage at major transit nodes

Nodal Agency: **ECMC, RTO**

02

Improve reliability
Align supply with peak demand
Reduce waiting times for peripheral corridors like Chithode, Perundurai

Nodal Agency: **ECMC, RTO**

03

Increased fleet size and micro-mobility options
2,3,4-wheeler hail ride services integration
EV fleet mandate , Mini-bus fleet introduction

Nodal Agency: **TN Guidance**

04

Demand-based routing
Identified stands per corridor
Coverage for underserved areas

Nodal Agency: **ECMC, RTO**

1 *Source for all the data and pointers in this chapter is the CEEW report 2026 (Movement of People and Goods: Assessing Urban Transport in the city of Erode)*

Infrastructure level: IPT stands and interchange points

05

Designated IPT bays
Notified and enforced locations
Signage and physical demarcation

Nodal Agency: **ECMC**

06

Safety
Street lighting and police presence
Helpline signage at nodes

Nodal Agency: **ECMC**

07

Digital queue and Payments
Pilot queue management systems
Mandatory digital payments

Nodal Agency: **ECMC**

08

Operator facilities
Shaded rest areas at major hubs
Shaded rest areas at major hubs
Toilets and drinking water

Nodal Agency: **ECMC, Highways**

09

Charging infrastructure for e-IPT
EV charging at IPT stands · High-demand node coverage · Solar-powered charging where feasible

Nodal Agency: **ECMC, TN Guidance**



Undesignated IPT pick-up on Brough Road

Policy and guidelines: Regulatory framework

POLICY 01

Gender-centric and inclusive
Permit renewal linked to training for PWD & elderly service
Fare-chart display mandatory in braille
Complaint-redressal frameworks enforcement.

POLICY 02

Accessibility standards
Accessible standards and vehicle design guidelines adopted
:Ramps, low-floor, waiting areas.

POLICY 03

Electrification pathway
Targeted financing schemes
Low-interest loans
Scrappage-linked subsidies

POLICY 04

Support for operators
Free EV-skill training
Maintenance support
Discounted spare parts for LPG & diesel operators
Manufacturer and workshop partnerships

POLICY 05

Economic security for operators
Standardised fare guidance
Reduce income volatility
Discounted spare-parts programmes.

Table 3 Implementation framework for IPT strategies

Strategy	Cost	Short	Medium	Long
Strategy 1: Formalise IPT network				
Formalise IPT as first-last mile network: Notifying designated pick-up/drop-off zones with signage at major transit nodes (bus stops, railway stations).	Low			
Issue permits	N/A			
Strategy 2 & 3: Reliability and demand-based routing				
Align shared-auto supply with peak demand on high-traffic corridors.	N/A			
Identified stands per corridor and expand demand-based routing into real-time, data-driven systems covering all peripheral growth corridors (Chithode, Perundurai) t.	Medium			
Conduct awareness campaign for 500 auto-drivers focusing on transition to EV.	Low			
Pilot through electric three-wheeler (e-3W) by onboarding aggregator service providers along with e-charging infrastructure and digital queue systems.	Medium			
Strategy 5: Designated IPT bays				
Fully integrate IPT stands with all public transit nodes (future BRT, rail, future metro) with safety infrastructure.	High			
Strategy 6: Safety				
Ensure sufficienct lighting is planned and executed at all stands, with pilots at existing stands.	Low			
Enable complaint redressal through provision of a helpline number or panic buttons mandated inside vehicles.	Low			
Strategy 7 & 8: Digital queue and payments & operator facilities				
Implement city-wide digital queue management systems and mandatory digital payments.	Medium			
Ensure all major IPT hubs have permanent shaded rest areas, toilets, and drinking water.	Low			
Strategy 9: Charging infrastructure for e-IPT				
Scale up EV charging at all IPT stands and high-demand nodes; integrate solar-powered charging where feasible.	High			

Strategy	Cost	Short	Medium	Long
Policy 1 & 2: Gender-inclusive and inclusive & accessibility standards				
Gender-Centric & Inclusive Policies: Link permit renewals to driver training for PWD and elderly service, mandatory braille fare charts, and enforcement of complaint-redressal frameworks.	N/A Low			
Standardise accessible stand and vehicle design (ramps, low-floor access, waiting areas).	N/A			
Mandate accessibility standards.	N/A			
Policy 4 & 5: Electrification pathway and support for operators				
Introduce standardised fare guidance to reduce income volatility, expand discounted spare-parts programs (LPG/ diesel), and offer free EV-skill training.	Low			
Maintenance support, manufacturer and workshop partnerships.	Low			
Policy 3: Economic security for operators				
Provide low-interest loans, targeted financing schemes, and scrappage-linked subsidies for driver scaling up EV charging at all IPT stands and high-demand nodes; and establishing long-term partnerships with manufacturers and local workshops for maintenance.	High			

Cost: Low – upto ₹50 cr, Medium - ₹50- 200 cr, High - > ₹200cr | Timelines: Short – 2026-2027, Medium – 2027-2031, Long – 2031-2041

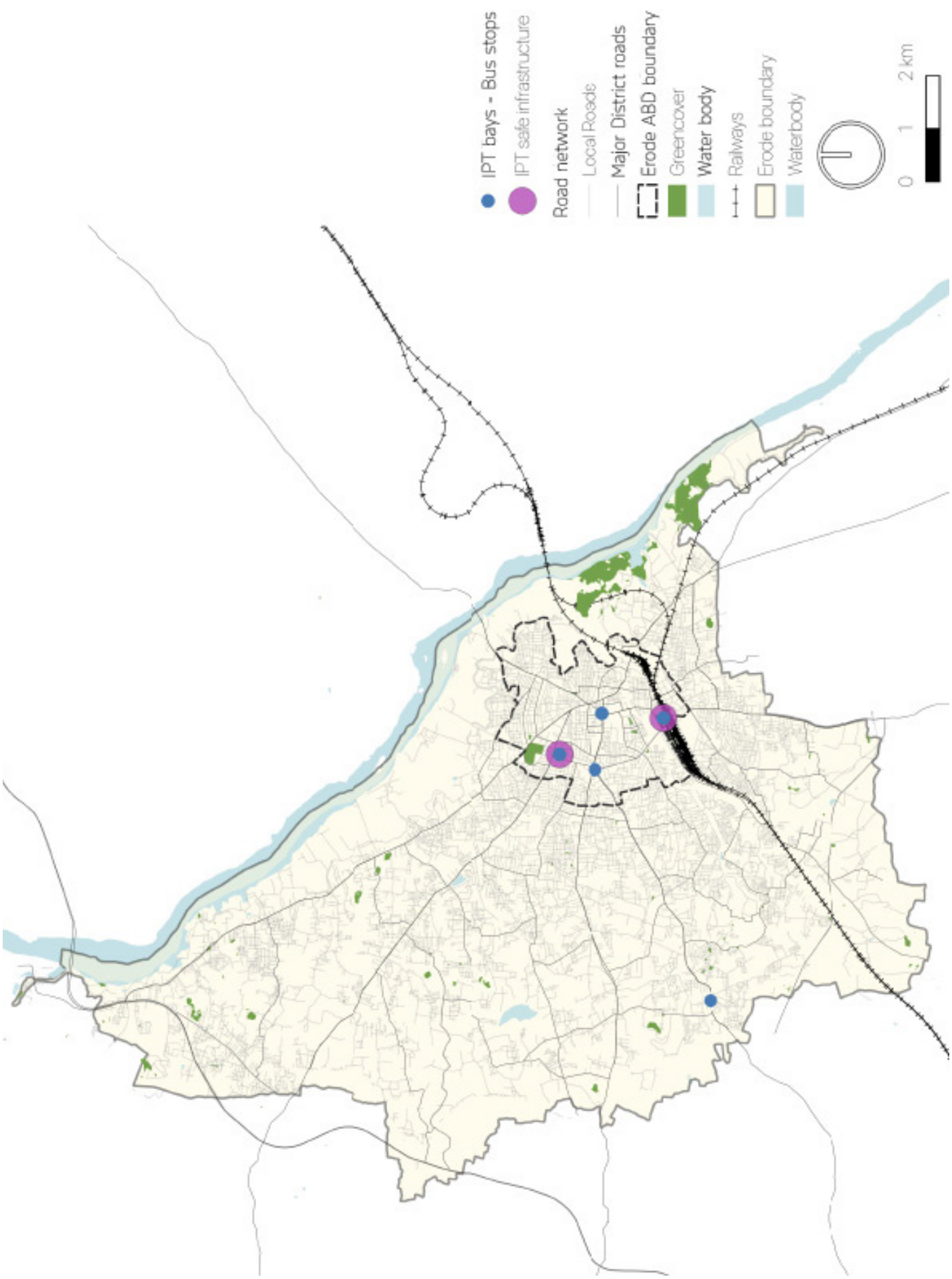

Figure 3 IPT-PT interated design pilot locations



Multiple auto pick-up drop-off points at G.H junction



06 Travel Demand Management (TDM) Strategy

Travel Demand Management (TDM) Strategy

Strategies for integrated intervention

To protect these investments and manage road capacity, Travel Demand Management (TDM) actively curbs private vehicle reliance ('Shift' and 'Avoid') while leveraging real-time data monitoring to optimise overall traffic flow ('Improve').

Street initiatives advance this pillar by regulating high-density zones through access restrictions, reforming parking policies to prevent spatial encroachment, and reallocating road space on narrower corridors to prioritise non-motorised movement and minimise vehicle-pedestrian conflicts.

Planning level: Multi-pronged TDM approach

Low-Emission Zone (LEZ)
Notify core city as LEZ
Restrict polluting vehicles
Incentivise EV & NMT
Increase PT / IPT fleets

Nodal Agency: **ECMC**

Parking management
Area-level parking management plans
Dedicated parking spaces and parking restrictions with a focus near hospitals, markets, transit nodes

Nodal Agency: **ECMC**

Freight and slow vehicle Management
Municipal orders for bullock cart permitted routes & time windows
Phase restrictions on arterials
Voluntary self-registration / permits

Nodal Agency: **ECMC**

Kerb-side management and freight shifting
Time-bound loading/unloading bays
No-parking zones: Old BS–Gani Market, VOC Park Rd–Karungalpalayam
Progressively shift freight to outer-city market

Nodal Agency: **ECMC**

Traffic signal optimisation
Peak / off-peak signal plans especially on freight-intensive corridors: Chennimalai Rd, Arachalur–Kangeyam Rd, Sankari Rd
Systematic management at key junctions.

Nodal Agency: **ECMC, Traffic police**

Public transport prioritisation
Bus and shared mobility penetration in newly added municipal areas
IPT fleet expansion.

Nodal Agency: **ECMC**

1 *Source for all the data and pointers in this chapter is the CEEW report 2026 (Movement of People and Goods: Assessing Urban Transport in the city of Erode) and the*

2 *ITDP, Public Transport and Pedestrian Infrastructure Assessment for Erode: Analysing People Near Transit and the Existing Service Quality of Bus Stops and Footpaths (UK PACT Programme, 2025)*



Parked LCVs and other orivate vehicles, on Nethaji Road - Sathy Road

Policy and guidelines: Regulatory framework

POLICY 01

Parking policy and strategy action plan
City-wide on-street and off-street parking demand management enforcement
Demand-responsive, zone and time-differentiated pricing

POLICY 02

Transport and land use integration
Mobility impact GHG assessments for new developments above floor area threshold.
Proportionate development charges
Public-facing annual emissions report embedded in CMP and Master Plan
Mixed-use zoning promotion

POLICY 03

ICCC reforms
Periodic monitoring: vehicle mix, fleet age
Air pollution & traffic volume data



High parking demand observed for two-wheelers at Thindal

Table 4 Implementation framework for TDM strategies

Strategy	Cost	Short	Medium	Long
Strategy 1: Low-Emission Zone (LEZ)				
Notify core city LEZ (phase 1); collect boundary data, implement pedestrian streets, limited entry of ICE vehicles, e-shuttles, and commercial vehicle time windows.	Low to Medium			
Establish LEZ by pedestrianising streets, increasing PT/IPT access, building NMT corridors, and restricting commercial vehicle entry windows.	Medium			
Strengthen LEZ by restricting vehicles older than BS IV, incentivising EVs, and imposing time-window restrictions for all motor vehicles.	High			
Strategy 2: Parking management				
Prepare city-wide parking strategy plan and first Area Level Parking Plan. Implement priced on-street, off-street, and MLCP parking in core city and transit nodes in pilot locations such as Brough Road.	Low			
Strategy 3: Freight and slow vehicle management				
Route rationalisation and permit system restricting bullock cart movement to specific low-carbon corridors and timings.	N/A Low			
Formalise bullock cart operations through voluntary self-registration combined with upward economic mobility measures (workforce formalisation, skill development).	Low			
Strategy 4: Kerb-side management and freight shifting				
Time-bound loading/unloading bay enforcement, such as on Old Bus Stand-Gani Market corridor and no-parking zones (VOC Park Rd–Karungalpalayam).	N/A Low			
Enforce kerb-side management by progressively shifting freight operations to designated outer-city market yards.	Medium			
Strategy 5: Traffic signal optimisation				
Optimise traffic signals on freight-intensive corridors (Chennimalai Rd, Arachalur–Kangeyam Rd, Sankari Rd, key junctions) with systematic peak/off-peak signal plans.	Low			
Strategy 6: Public transport prioritisation				
Prioritise bus, shared mobility, and IPT penetration in newly added municipal areas, making PT/NMT/IPT the first choice for everyday trips across Erode region through deliberate planning of routes, infrastructure and vehicle-use restrictions through penalties and time windows.	Low			

Strategy	Cost	Short	Medium	Long
Policy 1: Parking Policy and strategy action plan				
Develop and adopt a city-wide parking policy and strategy action plan	N/A			
Implement area-level parking management based on city-wide parking plan within 5 years.	Low			
Enforce full parking pricing reform with differentiated pricing (higher fees for older vehicles) across CBD and congestion corridors, introducing dynamic pricing, based on parking policy.	Medium			
Policy 2: Transport and land use integration				
Mandate mobility impact GHG assessments for new developments above floor area threshold with proportionate development charges.	N/A Regulatory			
Require GHG impact notes for all new transport projects in CMP and Master Plan; deploy annual city-level GHG calculator (CEEW/UK Pact) on ECMC website with public annual reports.	Low			
Deepen integration by levying development charges calibrated to emissions and promoting mixed-use zoning city-wide to reduce trip lengths and vehicle dependence.	N/A Regulatory			
Policy 3: ICCC reforms				
Operationalise the Integrated Command and Control Centre (ICCC) to monitor vehicle mix, fleet age, air pollution, and traffic volumes as an evidence base.	Medium			
Institutionalize ICCC as a permanent decision-support system generating real-time data to enforce LEZ restrictions, adjust parking pricing, and optimize freight.	N/A			

Cost: Low – upto ₹50 cr, Medium - ₹50- 200 cr, High - > ₹200cr | Timelines: Short – 2026-2027, Medium – 2027-2031, Long – 2031-2041



07 Clean Mobility (CM) Strategy

Clean Mobility (CM) Strategy

Strategies for integrated intervention

Underpinning the entire multi-modal network is 'Clean Mobility', which concentrates on the 'Improve' dimension by directly decarbonising the transport sector.

Strategic goals focus on rolling out accessible charging and alternative-fuel infrastructure across public hubs, incentivising fleet modernisation, and systematically phasing out older, high-emitting vehicles to reduce overall greenhouse gas emissions and localised environmental pollution.

Planning level: Fleet transition and financing

Public buses transition
Scrappage / retrofit
01

Shared modes transition
Shared-autos, ride-share
Retrofit/replacement
02

2W, 3W & 4W
PM E-Drive subsidies
Registration fee / road-tax waiver
₹2L battery-swap subsidy
Awareness programs
Green Tarriffs
03

Single-window facilitation
Ward offices
Incentive guidance
Documentation support
for EV buyers
04

EV transition plan for ECMC fleet
05

TN EV Policy : Tier 2 City incentives (applicable to Erode) - 25% on chargers · 20% MSME Cap-Ex · 50% stamp duty · Green tariff · Solar-powered chargers. (See Annexure 1)

1 *Source for all the data and pointers in this chapter is the CEEW report 2026 (Movement of People and Goods: Assessing Urban Transport in the city of Erode) and the*

Infrastructure level: City wide charging network

06

Bus depot charging
Solar + storage via PPP
TNSTC depots

07

IPT stand charging
Central BS · Thindal
Perundurai · Chithode

08

Interoperable charging hubs
2W · 3W · 4W (Slow + fast)
Transit hubs citywide

09

Grid alignment
Solar + storage
Utility-enabled EV connections
Green tariff rates

10

Air quality monitoring stations
Land-use-wise deployment
NAAQS guidelines
Arterial corridors & environmentally sensitive areas



Lack of streamlining of sustainable modes of commute, Kamaraj Memorial School Road Junction on Cauvery Road

Policy and guidelines: Regulatory framework

POLICY 01

Scrappage and retrofit
bus fleet ,autos and
shared modes

POLICY 02

Mandatory EV for public transport
TNSTC fleets (including
mini-buses)

POLICY 03

Phase out BS I–III
Vehicles 14+ years old
Disproportionate emitters

POLICY 04

Awareness and skill development
3W driver campaigns
Training through Anna University
TNSDC
ITIs in Erode

POLICY 05

State policy alignment
TN EV policy
Scrappage policy
Circular economy policy

Table 5 Implementation framework for CM strategies

Strategy	Cost	Short	Medium	Long
Strategy 1 & 6: Public buses transition & bus depot charging				
Achieve 100% electric transition for TNSTC fleets and mini-buses supported by citywide solar + storage depot charging via PPP, making Erode a reference city. (State subject)	Refer PT strategies			
Strategy 2 &7: Shared modes transition & IPT stand charging.				
Achieve 100% electric transition for 3 wheelers, share-autos and other shared modes.	Refer IPT strategies			
Set up charging stations at IPT stands (Central Bus Station, Thindal, Perundurai, Chithode, major markets) and transit hubs utilising available subsidies (25% on chargers, ₹2L battery-swap subsidy for e-3Ws).	Medium			
Strategy 3 & 8: 2W, 3W and 4W & interoperable charging hubs				
Plan to utilise available subsidies (25% on chargers, ₹2L battery-swap subsidy for e-3Ws, registration and road tax waivers for private vehicles, and any other via PM E-Drive scheme or TN EV Policy) and establish special electricity pricing/green tariffs for commercial 3W users.	Medium			
Establish interoperable public charging facilities across transit nodes and two fuel stations per arterial corridor for 2W/3W/4W (slow + fast).	Medium ot High			
Strategy 4: Single window clearance				
Enable single window clearances for EV buyers by establishing coordination and reporting systems.	Low			
Strategy 5: EV transition plan for ECMC fleet				
Mandate EVs for public transport by requiring TNSTC fleets and mini-buses to transition, planning depot charging via PPP models with integrated solar + storage. (State subject)	Medium			
Strategy 9: Grid alignment				
Mandate solar + storage at all bus depots and public charging stations, securing green tariffs from DISCOMs and transitioning to a citywide solar-powered charging model.	High			
Strategy 10: Air Quality Monitoring Stations (AQMS)				
Deploy AQMS in key pilot locations including core city area, land-use-wise deployment following NAAQS guidelines along arterial corridors.	Low			

Strategy	Cost	Short	Medium	Long
Policy 1: Scrappage and retrofit				
Mandate the scrapping/retrofit of polluting vehicles including passenger 3W, ride-share fleet, and bus fleet.	N/A Regulatory			
Policy 3:				
Phase out pre-BS IV vehicles (BS I, II, III) 14+ years old.	N/A Low			
Policy 5: State alignment				
Leverage demand incentives (2Ws and 4Ws) under TN EV Policy and PM e-Drive schemes (purchase subsidies, fee waivers, road tax exemptions); establish single-window facilitation via EMC ward offices for EV buyers.	Low/ Regulatory			
Policy 2: Mandatory public transport EV fleet transition				
Mandate EVs for public transport by requiring TNSTC fleets and mini-buses to transition, planning depot charging via PPP models with integrated solar + storage. (State subject)	Medium			
Policy 3 & 5: Phase out BS I-III & state policy alignment				
Extend restrictions beyond pre-BS IV to all internal combustion engine (ICE) vehicles in core urban areas, fully aligned with state scrappage and circular economy policies.	Medium/ Regulatory			
Policy 4 & 5: Awareness and skill development & state policy alignment				
Design and conduct targeted awareness programs for 3W drivers on e-3W benefits and incentives; offer skill development courses via Anna University, TNSDC, and ITIs in Erode.	High			
Institutionalise mandatory EV procurement, dynamic incentive facilitation, skill certification, and MSME support (20% capex subsidy, 50% stamp duty waiver, land concessions) through the EV policy.	N/A			

Cost: Low – upto ₹50 cr, Medium - ₹50- 200 cr, High - > ₹200cr | Timelines: Short – 2026-2027, Medium – 2027-2031, Long – 2031-2041



08 Delivering the change

Delivering the Change

Institutional and governance reforms

The document proposes the following key institutional and governance reforms that are essential for the successful delivery of the strategies proposed to achieve Complete Streets.

• **Joint operating protocols:** Establish shared accountability metrics and a shared utility-coordination SOP across the state's highways department, traffic police, and municipal engineering for corridor-level planning, coordinated infrastructure implementation and enforcement.

• **Dedicated sustainable mobility cell:** Create a cross-functional unit within ECMC, passed through a Government Order or Municipal Commissioner's standing order, chaired by a senior officer, with mandates covering PT, NMT, IPT, TDM, EV, and climate resilience.

• **Integrated mobility data architecture:** Convert DTCP, TNSTC, RTO, and road registry data into GIS formats and integrate with ICCC along with traffic and real-time monitoring data sets from CCTV cameras or GPS devices on transit fleet, into a unified mobility data architecture to support evidence-based decision-making. Mobility data shall be periodically updated and shall be gender-, age-, and disability-disaggregated. See Annexure 3 for data collection framework.

• **Mobility indicators in budgeting:** Incorporate mobility indicators (mode share, accident reduction, GHG emissions, etc.) into budgeting and publish Annual Mobility Reports including Key Performance Indicators (KPIs) across the six pillars of sustainable passenger mobility.

• **Dedicated climate resilience mobility trust fund:** Set up a fund dedicated toward the capex and maintenance of low-carbon zones, and footpaths, co-financed by Corporate Social Responsibility (CSR), State/National grants, Municipal ring-fenced budget of 15–20% of the roads /transport capital budget, apart from reinvestment of municipal revenue from parking management and other mobility taxes.

Budgeting shall include earmarked climate-finance allocations specifically for safe, accessible transit infrastructure (e.g., universal accessibility design, well-lit stops, and panic-button integrations).

• **Citizen engagement & capacity building:** Promote behavioral change campaigns, citizen roundtables and co-creation, highlighting health, safety, and climate co-benefits of walking, cycling, and public transport. Key activities shall include:

a) Quarterly 'Healthy Streets' capacity development workshops covering design standards, enforcement protocols, and Gender, Equality, Disability and Social Inclusion (GEDSI) mainstreaming.

b) Annual stakeholder roundtables (city and state levels) wherein women, elderly persons, persons with disabilities, and low-income residents are represented.

c) School curriculum integration for road safety and NMT awareness.

d) 'Open Streets' events or 'Vehicle-free days'.

•Climate resilient transit norms: Updating civil engineering codes to ensure public transit hubs can withstand extreme heat, flooding, and severe weather while remaining fully operational for vulnerable populations.

•**GEDSI- responsive mechanism**Procurement: Integrate mandatory GEDSI requirements into all tenders and Requests for Proposals (RFPs), including universal accessibility standards, safety requirements, stakeholder consultations with priority user groups, service delivery expectations (such as staff conduct and passenger assistance protocols), and reporting against defined inclusion outcomes.

• **Design approval:** Establish a mandatory GEDSI compliance review prior to project approval and commissioning. The review should verify compliance with universal design and safety requirements, including adequate lighting, safe waiting areas, accessible boarding facilities, pedestrian crossings, wayfinding and passenger information, and essential amenities at stops, terminals, and along access routes.

• **Monitoring and evaluation:** Conduct post-implementation GEDSI audits supported by structured user feedback from women, children, older persons, and persons with disabilities. Audit findings should inform corrective actions and be incorporated into contractor performance evaluations to support continuous improvement.

Innovative and sustainable financing

Achieving the vision of a Complete Streets network requires financing mechanisms that extend beyond conventional municipal budgets. While State and Central Government grants will remain essential, diversifying funding sources will improve financial resilience and accelerate implementation.

Potential financing mechanisms include:

- Urban Challenge Fund (UCF), Smart Cities successor programmes, and other Government of India urban infrastructure schemes.
- State Government grants for public transport, road safety, and climate-resilient infrastructure.
- Public-Private Partnerships (PPP) for bus shelters, passenger information systems, digital services, EV charging infrastructure, and parking management.
- Climate finance through national and international programmes supporting greenhouse gas reduction, adaptation, and sustainable transport.
- Green Municipal Bonds or pooled municipal financing for large-scale walking, cycling, and public transport investments.
- CSR partnerships for school streets, universal accessibility improvements, urban greening, and public realm enhancements.
- Land value capture mechanisms around major transit corridors and mobility hubs, including betterment levies, development charges, and transit-oriented development incentives.
- Parking management revenues and Travel Demand Management measures, with revenues ring-fenced for investments in walking, cycling, public transport, and road safety improvements.
- Carbon finance and emerging carbon market mechanisms that recognise measurable reductions in transport-sector greenhouse gas emissions.

Combining multiple funding streams with performance-based monitoring will enable Erode to move from fragmented project implementation towards a sustained programme of mobility transformation.

Expected outcomes

Expected outcomes are structured through the lens of the principles of the Complete Streets Approach, which is the central aim of this strategy.



Equity and Inclusion

Bus shelters and buses will have been reported as safe and comfortable by more than 75% of women, elderly, students, and persons with disabilities by 2031 (the 5th year of the strategy), up from a 2026 baseline where 99% of audited bus stops were rated Level of Service C, the lowest tier. (ITDP, 2026)

Atleast 25% of the public bus fleet within the ULB, shall be electric by the year 2041, up from a baseline of no electric buses.

e-3w segment will increase women operators, and ridership among women and persons with disabilities.

Ridership of persons with disabilities shall be increased by at least 15%.

Women, elderly, and persons with disabilities shall report measurable improvement in comfort and safety of walking. The outcomes will be captured through biennial surveys, starting from a baseline survey in 2027, and the next survey in 2029,with sustained gains tracked through 2035.

The share of women among IPT operators and persons with disabilities will increase measurably by 2032, up from a negligible baseline share in 2026, as safer stands and better infrastructure lower barriers to entry.

Priority parking, pick-up/drop-off, and pedestrian refuge space for women, elderly, and persons with disabilities will be designated at all core-area public buildings and transit hubs, up from no formal provision in 2026, to 100% coverage by 2041.

IPT trips in peripheral neighbourhoods will increase measurably by 2031, up from a 2026 baseline where ridership remains concentrated largely within the ULB core.

Strategy Type PT NMT IPT TDM CM



Road Safety

Zero major safety or harassment incidents at stops or onboard will be sustained within any rolling 12-month period from 2029 onward, against a 2026 baseline where no systematic incident-reporting mechanism currently exists.

Zero-pedestrian fatalities/accidents shall be reported near schools by 2041.

>75% women, elderly and persons with disabilities shall report measurable improvement in safety at all times of the day, at stops and on-board.

IPT stands and parking will no longer conflict with pedestrian movement, bus movement, or other traffic at any designated location by 2041, up from largely unregulated, informal stand placement citywide in 2026.

All pedestrians, across age and vulnerability, shall report an increase in obstruction-free walking and a reduction in fear of speeding vehicles and night-time safety concerns by 2031, minimising a 2025 baseline where 36% of bus stop users reported difficulty accessing stops.

An IPT on-street pick-up/drop-off protocol will be embedded and enforced at all major stands and corridors by 2029, ensuring unhindered movement of other road users, up from no formal protocol in 2026.

More than 75% of women, children, and elderly IPT users shall report safer trips, even at night, by 2031, up from a 2026 baseline where passengers commonly report safety concerns alongside long waiting times.

A standardised safety and maintenance protocol for electric and CNG public transport and IPT vehicles, will be adopted citywide by 2029, with zero safety incidents attributable to vehicle malfunction thereafter.

Vehicle-pedestrian conflict points on core-area streets shall be reduced by 50%, by 2031.

Strategy Type PT NMT IPT TDM CM



Environmental sustainability

Public transport use shall increase by atleast 15 percentage points from the citywide 33% transit mode share baseline Erode CMP 2015, by 2032.

More residents shall prefer walking for trips as short as 500m-1km, building on a citywide walking mode share of 27% from CMP 2015, with atleast 10% increase in short-trip walk share by 2032.

Emissions from Public Transport fleet will be measurably reduced by 2041.

GHG emissions from the urban transport sector will be reduced by at least measurably reduced relative to a business-as-usual trajectory, tracked annually from a 2026 baseline using the UK PACT GHG calculator (available on the official ECMC website), with cumulative reductions assessed through 2035.

IPT ridership will increase by at least 30% due to improved convenience and affordable fares by 2032, building on a 2026 baseline where 23.5% of users already cite easy availability and 16.4% cite lower fares as reasons for choosing IPT (CEEW, 2026).

Walking and public transport use together, within the core city shall increase by 25 percentage points from the citywide 33% active-and-transit mode share baseline (CMP 2015), by 2032.

Core city pollution levels (air and noise) shall drop by at least 10% from 2026 baseline monitoring levels, by 2032.

Strategy Type PT NMT IPT TDM CM



Efficient

Frequent bus services shall be provided to 40% of the population by 2041, up from 13% in 2025, as per People Near Transit analysis.

>75% bus users shall report easy pedestrian access to bus stops, up from a 2025 baseline where 36% of bus stop users report difficulty reaching stops (ITDP India, 2025).

>75% school children who walk or cycle to schools, shall report having comfortable and dedicated infrastructure.

IPT modes will be formally integrated into the city's transport system, including route rationalisation and interchange planning, by 2031, up from IPT operating largely outside the formal TNSTC bus network in 2026.

IPT operating as first-last-mile mode, will complement public transport, reducing time taken to reach bus stops and ensuring a robust mode of commute on narrow roads, especially in residential streets.

On-street parking encroachment on footpaths and carriageways shall be reduced by at least 50% city-wide, from 2026 baseline encroachment levels, by 2035.

EV charging infrastructure will be co-located with existing bus depots, IPT stands, and transit hubs, rather than consuming new kerbside or footpath space, at all major nodes by 2030, up from ad hoc, unplanned private installations.

Parking demand shall be reduced by at least 25% from 2026 baseline levels, following the introduction of a demand-based pricing, by 2041.

Strategy Type PT NMT IPT TDM CM



Commute times will fall by 20% and job access will expand for low- and middle-income households who are most dependent on public transport by 2041.

IPT fare standardisation will result in an increase in ridership, subsequently ensuring a stable income source for operators.

Businesses on streets with new footpaths will experience an increase in sales of at least 5% from 2026 baseline revenue, by 2031.

Better pedestrian first- and last-mile access to buses will increase the city's effective workforce access by at least 10% by 2033, up from a 2026 baseline where only 44% of bus trips are made for work. (ITDP, 2026)

Total travel time will reduce, increasing time spent in recreational or productive activities, reversing the nearly 20-minute travel time penalty currently added by inadequate first- and last-mile connectivity.

Congestion-related delay costs to core-city businesses and commuters, will be reduced by 50% in 2041.

The top-cited barriers to electrification for IPT operators and low-income vehicle owners, such as high purchase cost (39%), limited financing (25%), and battery replacement cost (16%), shall reduce by 50% by 2031, with no targeted scheme in place in 2026. (CEEW, 2026)

Electrification will reduce fuel and maintenance costs for TNSTC and IPT operators, supported by financing under the Tamil Nadu EV Policy, delivering at least 10% increase in operator net income from 2026 baseline earnings by 2041.

Pre-BS IV vehicles will be reduced by 25% and the share of zero-emission vehicles will be increased by 10 percentage points by 2031.

Strategy Type PT NMT IPT TDM CM



Implemented crossing infrastructure in Erode

Complementing the Erode Master Plan 2041 and Comprehensive Mobility Plan 2015

This Passenger Mobility Strategy does not replace the Comprehensive Mobility Plan (CMP) 2015 or the Erode Master Plan 2041; rather, it operationalises and strengthens their shared vision for sustainable urban mobility.

The CMP established strategic goals for public transport, non-motorised transport, and integrated mobility. The Master Plan reinforced these ambitions through land-use planning and long-term infrastructure investments. However, both documents identified implementation challenges relating to institutional coordination, funding, accessibility, multimodal integration, monitoring, and low-carbon mobility.

This strategy addresses these implementation gaps by:

- Translating long-term policy objectives into phased, implementable projects with clearly identified nodal agencies and responsibilities
- Introducing 'Complete Streets' as the common design framework across all transport interventions
- Integrating public transport, walking, cycling, IPT, travel demand management, and clean mobility into a single people-centred mobility system
- Establishing measurable performance indicators and data-driven monitoring framework
- Guiding the integration of universal accessibility, gender inclusion, and road safety across all interventions
- Identifying diversified financing pathways to improve long-term implementation capacity
- Supporting periodic review and refinement of planning priorities based on observed mobility outcomes

In doing so, the strategy transforms the Master Plan and CMP from strategic planning documents into **an actionable programme capable of delivering measurable improvements to everyday mobility.**

This strategy note is designed to serve three primary purposes:

- **Inform the Erode Master Plan by the Directorate of Town and Country Planning (DTCP):** The recommendations are designed to be embedded into the Master Plan's land use-transport integration chapter, ensuring that future development supports rather than undermines sustainable mobility.
- **Guide city-level budgets (2027 comprehensive budget and beyond):** Projects are phased and costed to allow for incremental allocation in the 2026 comprehensive budget and subsequent years. The strategy also identifies opportunities for state budget nudge through Municipal Administration and Water Supply Department(MAWS).
- **Influence state-level allocations (for MAWS and state departments) & national schemes:** Present a compelling case for state funding and policy support, including specific projects for consideration by TNSTC, the Transport Department, and other line departments. The strategy and projects also help the city towards applying for national schemes such as the Urban Challenge Fund.



Speed calming on school road, Kalaimagal School Street

Health, Well- being and Climate Benefits

Implementing this strategy will generate benefits that extend far beyond the transport sector. By shifting everyday trips from private motor vehicles towards walking, cycling, public transport, and electric shared mobility, **Erode can simultaneously improve public health, environmental quality, economic productivity, and climate resilience.**

Scientific evidence consistently demonstrates that **regular active travel substantially reduces the risk of cardiovascular disease, type-2 diabetes, obesity, hypertension, several cancers, and premature mortality**[1]. Even moderate daily walking or cycling as part of routine travel contributes significantly towards the World Health Organization's recommended levels of physical activity, improving both physical and mental well-being.

A greater share of trips by walking, cycling, and public transport also **reduces transport-related emissions of particulate matter ($PM_{2.5}$), nitrogen oxides (NO_x), and greenhouse gases.** Lower traffic volumes improve local air quality, reducing respiratory illnesses, asthma, chronic obstructive pulmonary disease, and other pollution-related health conditions, particularly among children and older adults.

Complete Streets further contribute to **urban resilience by incorporating street trees, shaded pedestrian environments, permeable landscapes, and blue-green corridors.** These interventions help mitigate urban heat island effects, improve thermal comfort, encourage outdoor activity, enhance stormwater management, and increase biodiversity while making streets safer and more attractive for everyday travel.

Road safety improvements—including safer junctions, lower vehicle speeds, protected pedestrian crossings, universal accessibility measures, and improved street lighting—can significantly reduce fatalities and serious injuries, particularly among vulnerable road users such as pedestrians, cyclists, children, older persons, and persons with disabilities.

The strategy also supports economic well-being. Reliable public transport and safe walking environments improve access to employment, education, healthcare, and commercial centres while reducing household transport costs and congestion-related productivity losses. More attractive streets encourage local commerce, increase footfall for businesses, and create vibrant public spaces that strengthen social interaction and community life.

Collectively, these outcomes contribute directly to Erode's climate commitments by reducing transport-sector greenhouse gas emissions while building a healthier, safer, more equitable, and more liveable city. Rather than viewing mobility solely as a means of moving vehicles, this strategy repositions transport as a public health intervention, a climate action programme, and a catalyst for inclusive urban development.

1 *Relationship between walking for active transportation and cardiometabolic health among adults: A systematic review https://www.sciencedirect.com/science/article/abs/pii/S2214140520301316*



School road footpath, Kalainagal School Street



References and annexures

List of Abbreviations

Abbreviation	Full Form
CEEW	Council on Energy, Environment and Water
CEPI	Comprehensive Environmental Pollution Index
CMP	Comprehensive Mobility Plan
CSR	Corporate Social Responsibility
DTCP	Directorate of Town and Country Planning
ECMC	Erode City Municipal Corporation
EV	Electric Vehicle
GEDSI	Gender, Equality, Disability and Social Inclusion
GHG	Greenhouse Gas
GIS	Geographic Information System
ICE	Internal Combustion Engine
ICCC	Integrated Command and Control Centre
IRC	Indian Roads Congress
IPT	Intermediate Public Transport
ITS	Intelligent Transport Systems
LoS	Level of Service
LCV	Light Commercial Vehicle
MoHUA	Ministry of Housing and Urban Affairs
MDR	Major District Road
MTC	Metropolitan Transport Corporation
NAAQS	National Ambient Air Quality Standards
NH	National Highway
NMT	Non-Motorised Transport
NO_2	Nitrogen Dioxide
ODR	Other District Road
$PM_{2.5}$	Particulate Matter with a diameter of 2.5 micrometres or less
PM_{10}	Particulate Matter with a diameter of 10 micrometres or less
PPP	Public–Private Partnership
PWD	Persons with Disabilities
QR	Quick Response (Code)
RTO	Regional Transport Office
SH	State Highway
TANGEDCO	Tamil Nadu Generation and Distribution Corporation Limited
TDM	Travel Demand Management
TNSTC	Tamil Nadu State Transport Corporation
TOD	Transit-Oriented Development
UCF	Urban Challenge Fund
UK PACT	UK Partnering for Accelerated Climate Transitions
ULB	Urban Local Body
UPI	Unified Payments Interface
WHO	World Health Organization

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Glossary

Term	Definition
Active Travel	Travel undertaken primarily by walking, cycling, or other human-powered modes. Active travel improves public health while reducing congestion, emissions, and dependence on private motor vehicles.
Blue-Green Infrastructure	A connected network of water bodies, drainage corridors, parks, street trees, and other natural features that improve climate resilience, reduce urban heat, manage stormwater, and support walking and cycling.
Complete Streets	A planning and street design approach that enables safe, comfortable, and convenient movement for all users—including pedestrians, cyclists, public transport passengers, intermediate public transport users, freight, and motorists—regardless of age or ability.
Demand-Based Transport	Public or intermediate public transport services whose routes or frequencies are adjusted based on passenger demand, travel patterns, or real-time information to improve efficiency and accessibility.
Gender, Equality, Disability and Social Inclusion (GEDSI)	A planning framework that ensures transport systems are accessible, safe, and equitable for women, children, older persons, persons with disabilities, and other vulnerable or underserved groups.
Greenhouse Gas (GHG) Emissions	Emissions such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) that contribute to climate change. In this strategy, transport-sector GHG emissions are monitored to evaluate progress towards low-carbon mobility.
Intermediate Public Transport (IPT)	Shared transport services operating between private vehicles and formal public transport, including auto-rickshaws, share-autos, and similar modes that provide first- and last-mile connectivity.
Level of Service (LoS)	A qualitative measure used to evaluate the performance and quality of transport infrastructure or services. In this strategy, LoS assessments are used to evaluate bus stops, pedestrian infrastructure, and other public transport facilities.
Low-Carbon Mobility	A transport system that minimises greenhouse gas emissions through greater use of walking, cycling, public transport, travel demand management, and zero-emission vehicles.
Low Emission Zone (LEZ)	A designated area where access by high-polluting vehicles is restricted or regulated to improve air quality and encourage the use of cleaner vehicles and sustainable transport modes.
Mode Share	The percentage of total trips made using a particular mode of transport, such as walking, cycling, buses, IPT, or private vehicles.
Non-Motorised Transport (NMT)	Human-powered modes of transport, primarily walking and cycling, supported by safe, continuous, and universally accessible infrastructure.
People-First Mobility	A transport planning approach that prioritises the safe, efficient, and equitable movement of people rather than maximising the movement of private vehicles.
	Fine particulate matter with a diameter of 2.5 micrometres or less. These particles can penetrate deep into the lungs and bloodstream and are associated with respiratory and cardiovascular diseases.

$PM_{2.5}$	Publicly accessible streets, footpaths, plazas, parks, and other shared spaces that support mobility, recreation, social interaction, and economic activity.
Public Realm	Shared passenger transport services operated on fixed or scheduled routes, including buses and future mass transit systems serving Erode.
Public Transport (PT)	Policies and measures that encourage more efficient travel behaviour by reducing unnecessary private vehicle trips, promoting sustainable transport, managing parking, and improving access to public transport.
Travel Demand Management (TDM)	Under-Ground Sewerage System
UDGSS	The design of transport infrastructure, vehicles, and public spaces to ensure safe and independent use by all people, including children, older persons, and persons with disabilities.
Universal Accessibility	The phenomenon in which built-up urban areas experience higher temperatures than surrounding rural areas due to dense development, limited vegetation, and heat-retaining materials.
Urban Heat Island (UHI) Effect	An internationally recognised road safety approach that aims to eliminate fatalities and serious injuries through safer street design, lower vehicle speeds, safer vehicles, and improved transport system management.
Vision Zero	The extent to which the built environment enables safe, direct, comfortable, attractive, and universally accessible walking for everyday trips.
Walkability	

Annexures

Annexure 1

TN EV Policy – Scheme details and subsidies

1. Vision and targets

- Investment target: ₹50,000 crore in EV manufacturing
- Job creation: 1.5 lakh jobs in 5 years.
- EV cities: Chennai, Coimbatore, Tiruchirapalli, Madurai, Salem, Tirunelveli as pilot e-mobility hubs.

2. Supply-side (Manufacturing) incentives

- SGST reimbursement – 100% for 15 years.
- Turnover-based subsidy – up to 2% of annual turnover (linked to employment).
- Capital subsidy – 15% on fixed assets (over 10 years).
- Battery subsidy – 20% for ACC battery manufacturers (10–15 years).
- Other perks: Electricity tax exemption (5 years), stamp duty & land concessions (up to 50% in "C" districts), 5% interest subvention.

3. Demand-side incentives (till 31 Dec 2025)

- E-2W (commercial): ₹10,000/vehicle (max ₹30,000) – 6,000 vehicles/year.
- E-3W: ₹10,000/vehicle (max ₹40,000) – 15,000 vehicles/year.
- E-4W (cabs/goods): ₹10,000/vehicle (max ₹1.5 lakh) – 3,000 vehicles/year.
- E-Buses: ₹20,000/kwh (max ₹10 lakh/bus) – 300 buses/year.
- 100% waiver of road tax, registration fees, permit charges.
- No direct subsidy for private non-commercial EVs.

4. Charging infrastructure

- 25% capital subsidy for:
  - Fast chargers: up to ₹10 lakh (200 public stations).
  - Slow chargers: up to ₹1 lakh (500 stations).
- 25% subsidy for battery swapping (up to ₹2 lakh, 200 units).
- Reduced electricity tariffs for 4 years.
- Renewable-powered charging encouraged (green tariff, solar/wind).

5. Ecosystem and R&D

- EV Parks at Krishnagiri and Manallur + Future Mobility Park (300 acres).
- Centres of Excellence at IIT Madras, GARC, Siemens.
- Recycling and retrofitting incentives.
- Skill development with Anna University, TNSDC.
- Startup fund via TANSIM – Emerging Sector Seed Fund.

6. Implementation

- Nodal agencies: Industries Dept, MSME Dept, TANGEDCO, HUDD.
- EV Steering Committee (Chief Secretary-led).
- EV Cell within Guidance Tamil Nadu for single-window facilitation.

Provisions directly relevant to Tier 2 Cities (Coimbatore, Tiruchirapalli, Madurai, Salem, Tirunelveli)

Area	*Relevant provisions for Tier 2 cities*
Pilot hubs	*Listed as 6 EV cities – all 6 are Tier 2 except Chennai. Direct focus on Coimbatore, Tiruchirapalli, Madurai, Salem, Tirunelveli for e-mobility pilots.*
Charging stations	*25% subsidy available for fast/slow chargers – Tier 2 cities can apply equally. Battery swapping subsidy (₹2 lakh) useful for 3W fleets in smaller cities.*
Demand incentives	*Commercial evs (e-2W, e-3W, e-4W cabs) – highly relevant for Tier 2 intra-city transport, last-mile delivery, auto-rickshaws.*
Government fleet	*30% e-buses by 2030 – benefits Tier 2 city bus fleets (e.g., Coimbatore, Madurai city buses).*
Building code integration	*Charging infra in new building codes – applicable to Tier 2 urban local bodies.*
MSME support	*+20% capital subsidy for MSMEs– relevant for EV component manufacturing in Tier 2 industrial clusters (Coimbatore, Tiruchirapalli).*
Skill development	*Programs with Anna University, TNSDC – accessible to Tier 2 city colleges and itis.*
Land and stamp duty concessions	*Up to 50% in "C" districts (many Tier 2 areas qualify).*
EV Parks & Future Mobility Park	*Located in Krishnagiri, Manallur – near Tier 2 zones; creates supply chain spillover.*
R&D incentives	*Up to 20% of EFA for R&D – local engineering colleges in Tier 2 cities can partner.*

Gaps / weaknesses for Tier 2 cities

Issue	*Relevance*
No private 4W purchase subsidy	*Limits personal EV adoption in Tier 2 cities where public transport is weaker.*
Modest charging subsidy limits	*May not cover full infrastructure cost in spread-out Tier 2 urban areas.*
Recycling/ retrofitting small-scale	*Tier 2 cities lack clarity on battery waste management compliance.*

Annexure 2

Key recommendations from Erode City Bus Route Optimisation: A study for the proposed North and South Terminals" (September 2024) by ITDP India

1. Relocate intercity bus services to new terminals

- North-bound routes >> Shift to the proposed North Terminal (Chithode).
- South-bound routes >> Shift to the proposed South Terminal (Lakkapuram).
- East and West-bound routes >>Retain at the Central Terminal.
- This decongests the central terminal and aligns with the 2015 Comprehensive Mobility Plan (CMP).

2. Modify 18 existing city bus routes to connect with new terminals

Out of 56 city bus routes, 18 routes require alignment changes to serve the North or South terminals based on demand analysis.

3. Retain eight routes without modification

These routes already connect to terminals generating demand for them. Examples include routes serving the Central, North, or South terminals as needed.

4. Ensure minimal disruption to existing trip patterns

Modifications are designed to preserve current origin-destination structures and legibility while adding interchange points at new terminals.5. Ecosystem and R&D

5. Prepare for increased footfall at new terminals

Expected daily footfall:

- North Terminal: ~23,500 passengers
- South Terminal: ~37,000 passengers
- Central Terminal: ~29,500 passengers

6. Use data-driven route planning

Decisions are based on:

- 2,130 origin-destination surveys (7,840 trips)
- GIS mapping of 60 intercity and 56 intracity routes
- 108 traffic analysis zones within Erode LPA

Annexure 3

Data Need	Source	Frequency	Responsible agency
Traffic volumes and vehicle mix	*ICCC, cordon counts*	*Quarterly*	*Traffic Police, ECMC*
Air quality (PM2.5, NOx, CO)	*AQI monitors (primary + secondary)*	*Daily; Annual*	*ECMC, State Pollution Control Board*
Surface temperature	*Thermal sensors*	*Seasonal*	*ECMC*
Bus punctuality and passenger numbers	*TNSTC data, ETM data*	*Monthly*	*TNSTC*
IPT operations	*Permit data, driver surveys*	*Annual*	*RTO, ECMC*


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