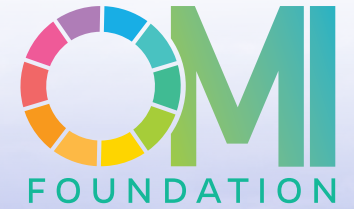


Ease of Moving Index



Coimbatore City Profile



September 2024



Ease of Moving Index

Coimbatore City Profile

September 2024



OMI Foundation Trust is a policy research and social innovation think tank operating at the intersection of mobility innovation, governance, and public good. Mobility is a cornerstone of inclusive growth providing the necessary medium and opportunities for every citizen to unlock their true potential. OMI Foundation endeavours to play a small but impactful role in ushering meaningful change as cities move towards sustainable, resilient, and equitable mobility systems that meet the needs of not just today or tomorrow, but the day after. OMI Foundation houses three interconnected centres which conduct cutting-edge evidence-based policy research on all things mobility.

Centre for Future Mobility

OMI Foundation's Centre for Future Mobility envisions a future which meets the aspirations of all in a diverse world, anchored in the paradigms of active, shared, connected, clean, and AI-powered mobility.

Centre for Clean Mobility

OMI Foundation's Centre for Clean Mobility explores the diversity of near- and long-term pathways to clean mobility. It focuses on the use of electric, future fuels, and renewable energy alike within the mobility ecosystem.

Centre for Inclusive Mobility

OMI Foundation's Centre for Inclusive Mobility ensures the existing and emerging mobility paradigms are Safe, Accessible, Reliable, and Affordable for every user of mobility infra and services, including persons with disabilities, women, trans/ non-binary, LGBTQIA+, children, and the elderly. It further paves the road for the future of work and platform economy to fulfil the modern promise of labour.

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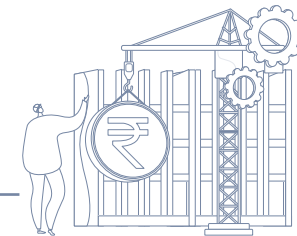
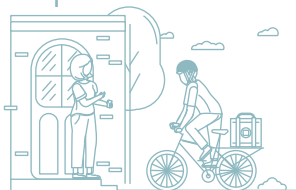
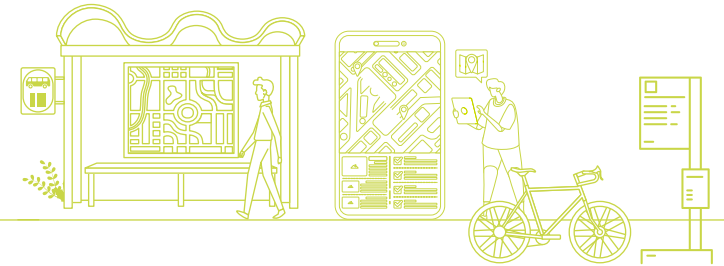
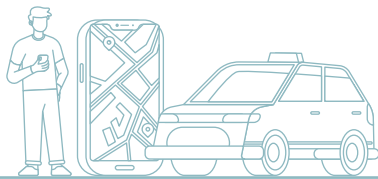
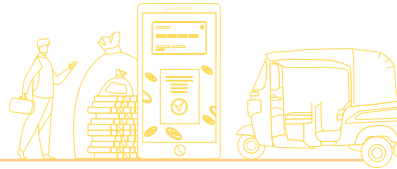
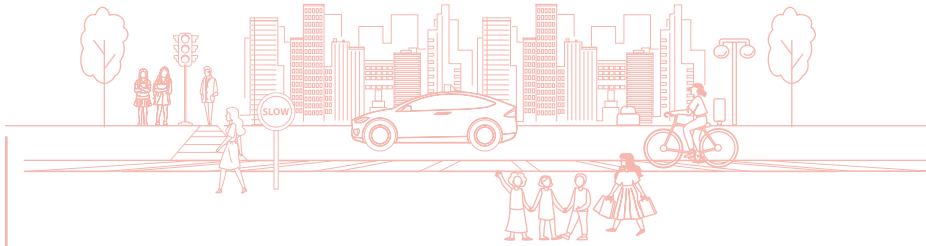
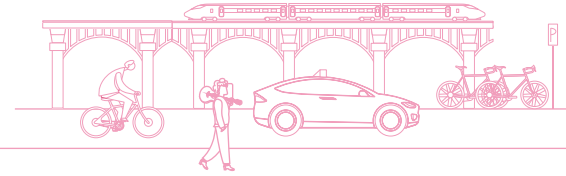
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INTRODUCTION

Coimbatore, one of the fastest growing city in southern India, has undergone a comprehensive evaluation of its mobility paradigm through the Ease of Moving Index¹- India Report 2022 (EoMI 2022) study conducted by the OMI Foundation. EoMI 2022 is a framework enabling cities to evaluate their mobility paradigm across nine parameters. It enables cities to benchmark against their peers and assess opportunities for improving specific mobility aspects in the city.

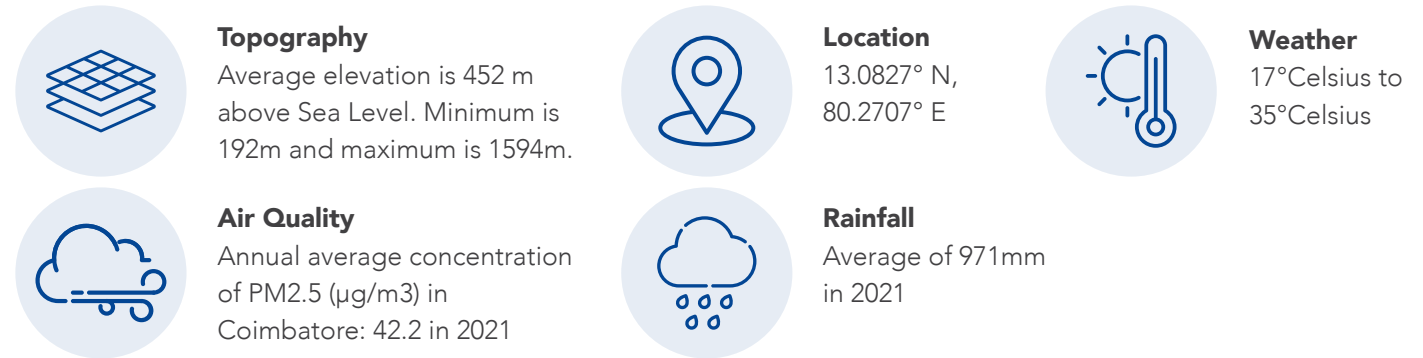
This city profile presents the key findings of EoMI 2022,² focusing specifically on Coimbatore's mobility ecosystem. It provides a detailed analysis of the city's performance across the nine parameters (listed later in the document) of the Index, shedding light on the strengths and areas requiring attention in Coimbatore's mobility network. For an optimum understanding, readers are encouraged to explore this city profile in conjunction with the 'Ease of Moving Index - India Report 2022,' available on the OMI Foundation's website. The comprehensive report provides a broader context and deeper insights into the overall mobility scenario in India, allowing readers to gain a holistic perspective on Coimbatore's performance and its comparison with other cities across the country.

CITY OVERVIEW

Contextual Characteristics

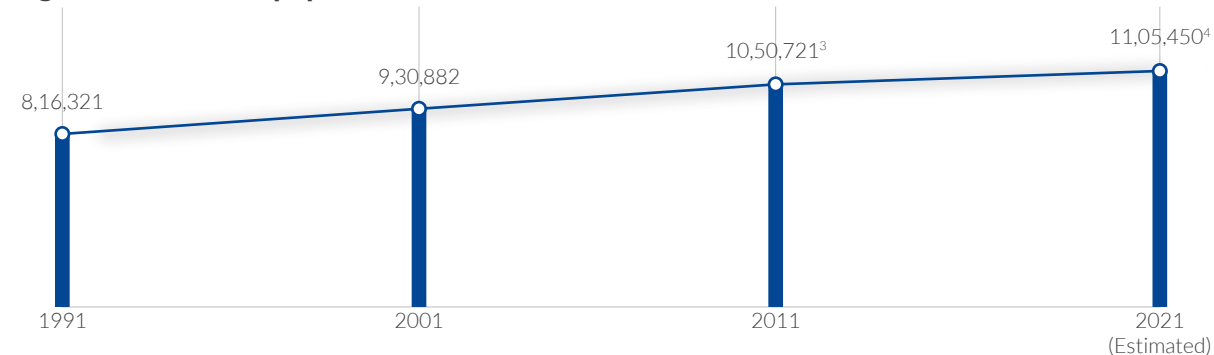
Coimbatore is the second largest city located on the north western part of Tamil Nadu surrounded by western ghats. Figure 1 presents the key physical attributes of the city, while Figure 2 presents the population growth.

Figure 1: Physical attributes of Coimbatore



Source: (topographic-map.com, n.d.); IQ Air, 2022; (Meteoblue, n.d.)

Figure 2: Growth of population in Coimbatore



Source: Office of the Registrar General & Census Commissioner, India; Ministry of Home Affairs, Government of India, 2021, Women and Men In India 2022; Ministry of Statistics and Programme Implementation, Government of India and author's calculations

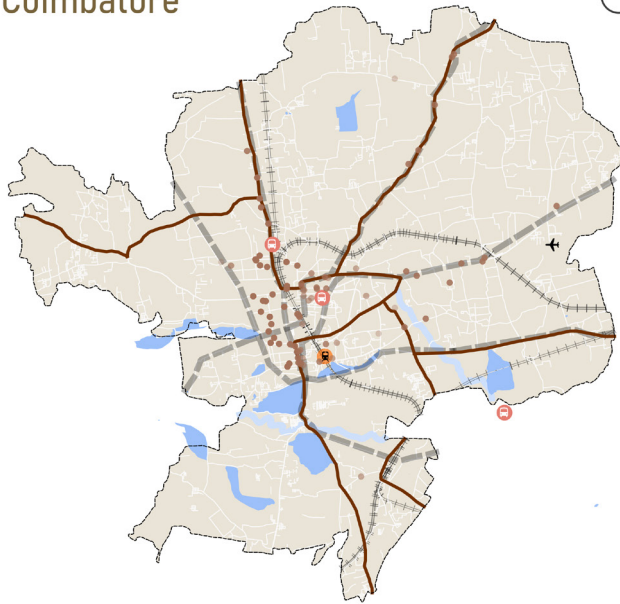
¹The 'Ease of Moving' by OMI Foundation is based on globally recognised concepts of 'sustainable development' and the 'Ease of Living' as propounded by the United Nations and the Ministry of Housing and Urban Affairs, Government of India respectively.

²The report can be accessed here: <https://olawebcdn.com/ola-institute/easeofmoving-2022.pdf>

³The population of the expanded Coimbatore City Municipal Corporation for 2011 was 16.11 lakh as per Comprehensive Mobility Plan(2015). The estimated population of the city as per the budget 2023-24 is 22 lakh. (Coimbatore City Municipal Corporation, 2023)

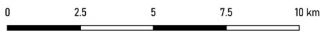
⁴The projected population for 2021 of the earlier Coimbatore City Municipal Corporation area (105.6 SqKm) has been derived from the projected growth rate as suggested by MOSPI. The estimated population for 2021 has grown by 35.41% since 1991. (Ministry of Statistics and Programme Implementation, 2011)

Coimbatore



Legend

- Survey Locations
- + Airport
- + Railway Station
- + Gandhipuram Central Bus Stand
- + New Bus Stand
- + Vellalore Bus Stand
- Road Network
- National State Highway
- Metro Proposed
- Lake/ Pond/ Reservoir
- Noyyal River
- Sanganoor Stream
- Railway
- Coimbatore Municipal Corporation



CITY ADMINISTRATION

Public Transport Authority



Tamil Nadu State Road Transport Corporation (TNSTC)- Coimbatore

640 buses in Coimbatore city and 1320 in Coimbatore District run by TNSTC and 300 buses by Private operators.



Regional Transport Office

Coimbatore -Central, North, South and West

Scope of Administration



Coimbatore city municipal corporation

Coimbatore City Municipal Corporation (CCMC)

257.04 sq.km



Coimbatore Local Planning Authority (CLPA)

1276 sq.km

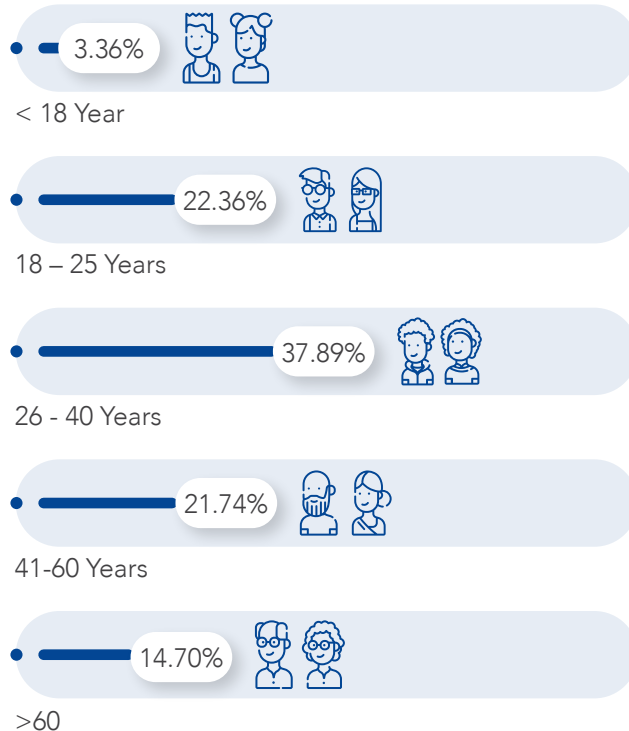
EASE OF MOVING INDEX 2022 DATA COLLECTION AND RESPONDENT PROFILE

The Ease of Moving Index - India Report 2022 was developed based on findings from primary surveys, FGDs, and secondary data analysis. To ensure comparability, the 40 cities were divided into four clusters based on their estimated 2021 population. Coimbatore falls within the 'Rising cities cluster,' consisting of twelve cities⁵, each with a population between 10 to 20 lakh. In order to put Coimbatore's figures in context, this document cites corresponding figures from other cities from the cluster as well as cluster averages where necessary. Likewise, relevant data from Chennai is also referenced for valuable comparative insights, as it is the only other city from Tamil Nadu included in the survey.

Sample size for primary data collection

Survey: **483 respondents**

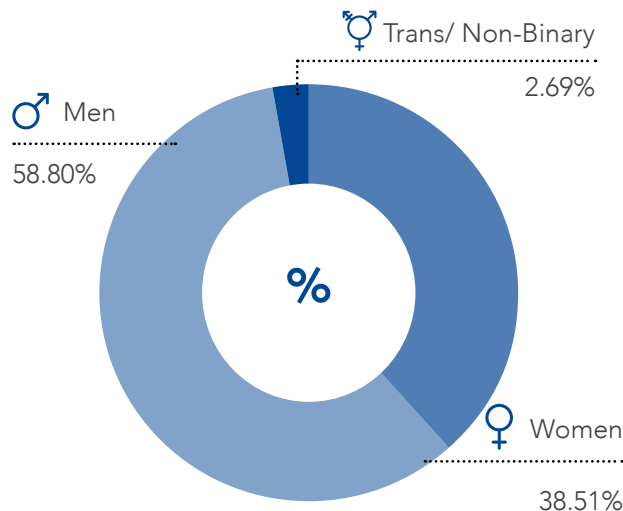
Age Distribution



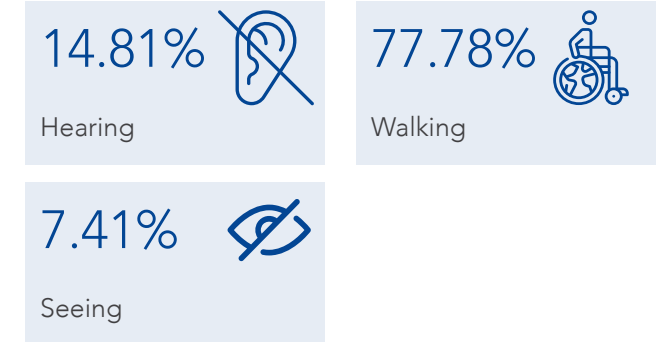
Survey sample and FGD participants

The primary survey was based on a randomly selected and statistically significant sample, stratified by gender, disability, and household income. The sample size was determined with a 95 percent confidence level and a 5 percent margin of error, based on the estimated population for 2021.

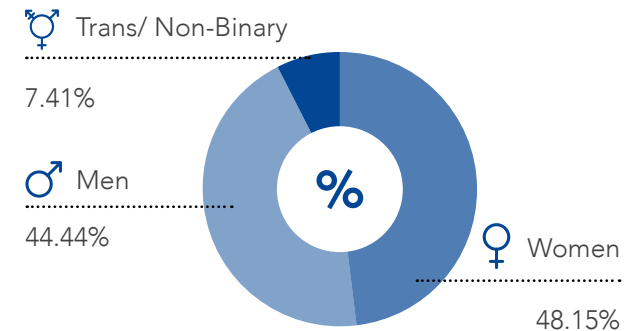
Gender Distribution



Distribution of disabilities/functional difficulties⁶



Gender distribution of persons with disabilities



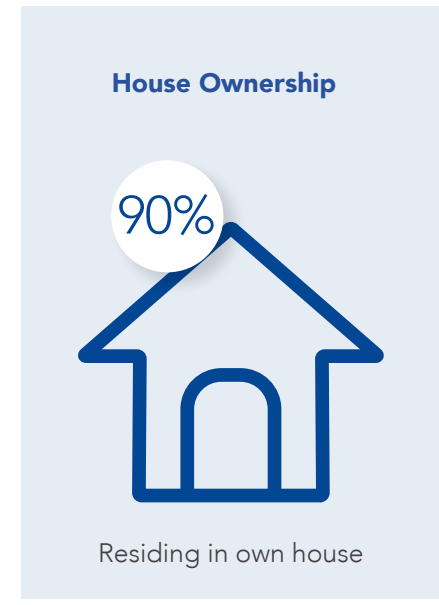
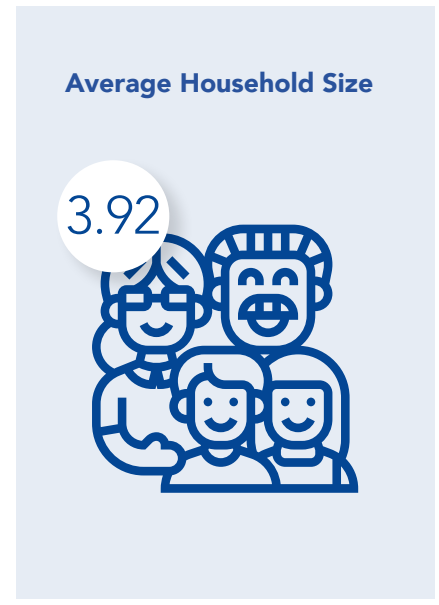
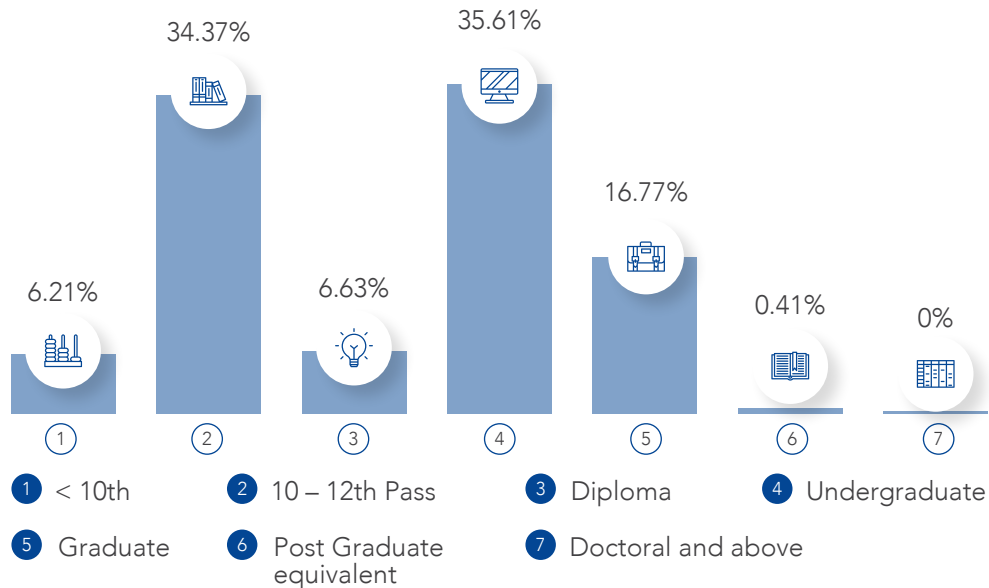
Persons with Disabilities



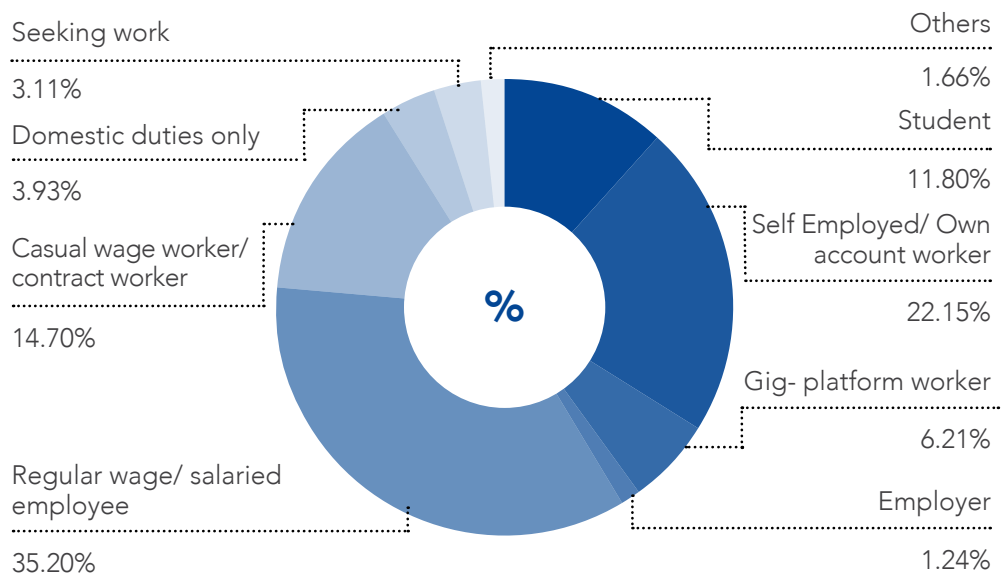
⁵The Rising Cities cluster includes the cities of Chandigarh, Gurugram, Guwahati, Jabalpur, Ludhiana, Mysuru, Nashik, Raipur-Nava Raipur, Ranchi, Varanasi and Vijayawada.

⁶Total will exceed 100% as a survey respondent may have multiple disabilities/ functional difficulties

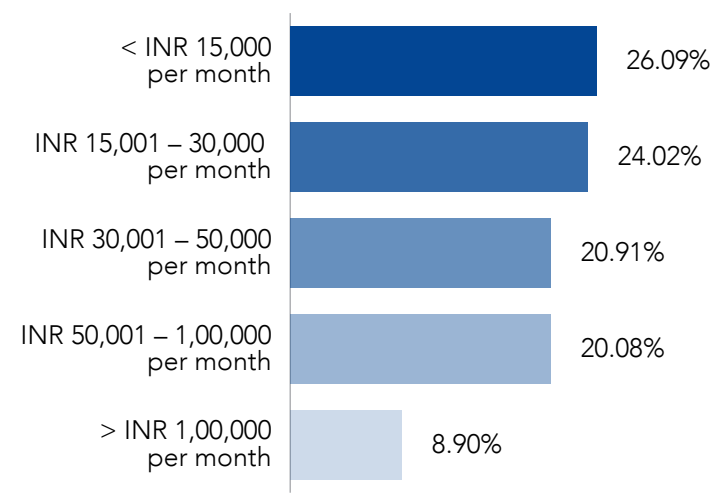
Highest Educational Qualification



Occupation



Household Income



INSIGHTS FROM THE EASE OF MOVING INDEX 2022

IMPETUS FOR ACTIVE AND SHARED MOBILITY

A robust urban infrastructure supporting active and shared mobility plays a pivotal role in creating a cleaner and more sustainable environment. By promoting physical activity and reducing traffic congestion, it enhances public health while offering affordable and inclusive transportation choices. This, in turn, improves accessibility and fosters social equity within the community, making it crucial to give impetus to active and shared mobility in cities. Here's how Coimbatore fares on this parameter.

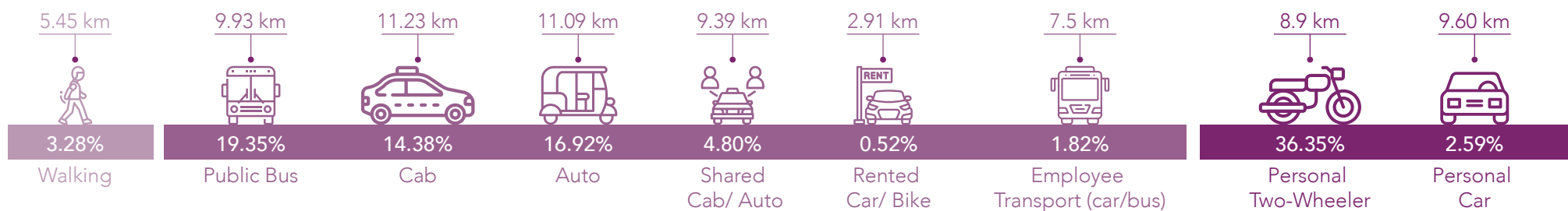


- In Coimbatore, public transport comprises **19.35%** of the mode share, while the combined mode share of active and shared mobility reaches **61.07%**.
- Coimbatore boasts the third-highest percentage of regular public transport users within the Rising Cities cluster, with **86.56%** of respondents indicating regular usage.
- This is made possible by a robust fleet of 640 buses operated by TNSTC, complemented by an additional 300 private buses in Coimbatore (ICRA Management Consulting Services Limited, 2015). With 57.92 buses per lakh population⁷, Coimbatore surpasses the cluster average of 13.85 buses and leads the rising cities cluster.
- Among regular public transport users, **74.39%** own some form of motor vehicle

(two-wheeler/car/three-wheeler). Interestingly, **21.21%** of the vehicle owners choose not to use their vehicles due to fear of crashing owing to rash driving and unsafe driving conditions. Additionally, **69.7%** cited the high cost of vehicle ownership as their reason for relying on public transport. On the other hand, **1.55%** of respondents indicated that family restrictions prevent them from using public transport, primarily due to lack of public transport coverage in their neighbourhood.

- While **40.58%** of survey respondents reported adequate availability of public transportation across Coimbatore, **3.07%** of regular users expressed a lack of confidence in using public transport at night, primarily due to unavailability and unreliability of transportation services.

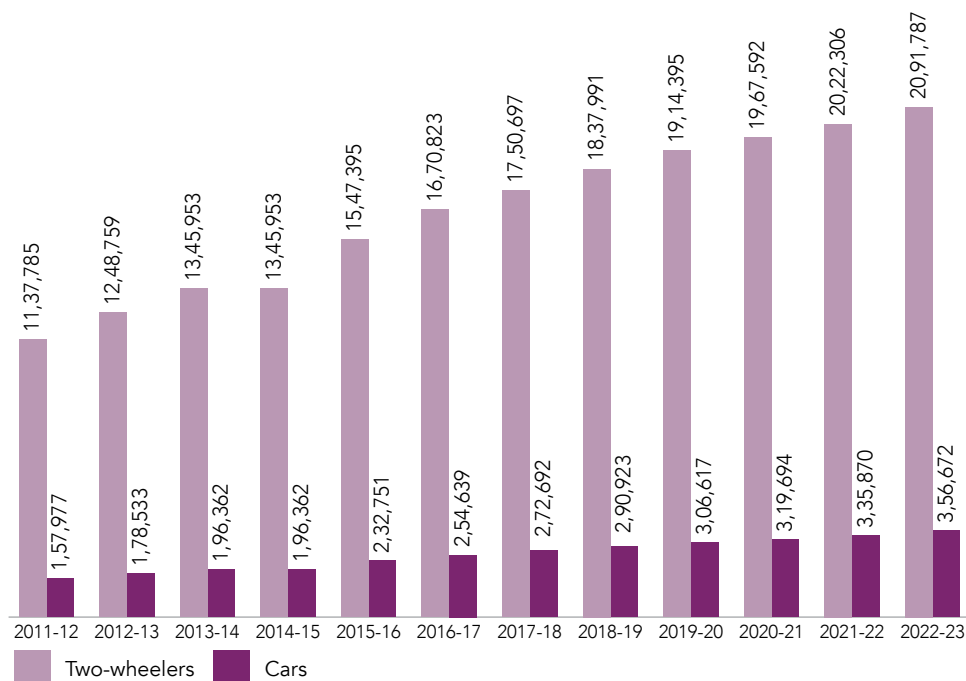
Mode share and average trip length



The average commute distance is **9.67 km** across all modes.

⁷ 640 TNSTC buses divided by an estimated population of 11.05 lakh.

Cumulative number of Vehicles registered in Coimbatore between 2011-12 to 2022-23



Source:Ministry of Road Transport and Highways (2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022),

Vehicle growth and ownership patterns

- Since 2011-12, Coimbatore has witnessed a significant growth in registered non transport vehicles at **5.96%** CAGR. The number of registered Two-wheelers increased at a CAGR of **5.69%** while the number of registered cars grew at a CAGR of **7.68%** over the same period.
- Among the rising cities, Coimbatore is notably burdened with the second-highest vehicle ownership rate per thousand population, registering an alarming count of 1899 registered two-wheelers per thousand. This figure stands significantly above the cluster average of 799 two-wheelers, and far exceeds that of Chandigarh,

which records 357 two-wheelers per thousand population. In comparison, Chennai reports 575 two-wheelers per thousand people.

- The EoMI survey finds that in Coimbatore, **89.23%** of respondents own at least one two-wheeler, **15.32%** own at least one car. Around **30.64%** own a bicycle, slightly below the cluster average of **34.02%**. Notably, **7.04%** of respondents did not own any vehicle, which is among the highest in the cluster.

Per thousand ownership	Coimbatore	Cluster Average	Cluster Average	Lowest
Two Wheelers	1899	575	799	Chandigarh-357
Cars	317	118	206	Varanasi-81

Availability of public transport

Respondent perception regarding ease of availability of Public transport between any two points in the city (n=483)

Mode: Bus



- In Coimbatore, **40.58%** of public transport users reported finding public bus transport easily accessible between any two points in the city, slightly below the cluster average of **42.43%**. Vijayawada leads the cluster in this aspect with an impressive **54.13%** respondents reporting satisfaction on public transport accessibility.

SEAMLESS MOBILITY

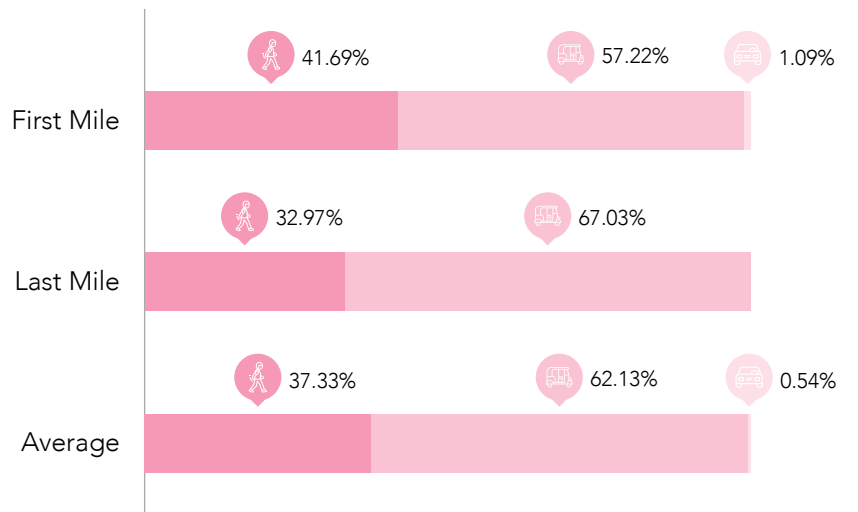
The integration of various transportation modes through seamless multimodal connectivity plays a vital role in promoting active and shared mobility and significantly affects individual mode choices. Coimbatore is currently in the process of developing several flyover and urban revitalisation projects. While these interventions are expected to improve mobility within the city in the near future, this section outlines the citizen responses on connectivity impacting seamless mobility.



First- and last-mile connectivity to public transport

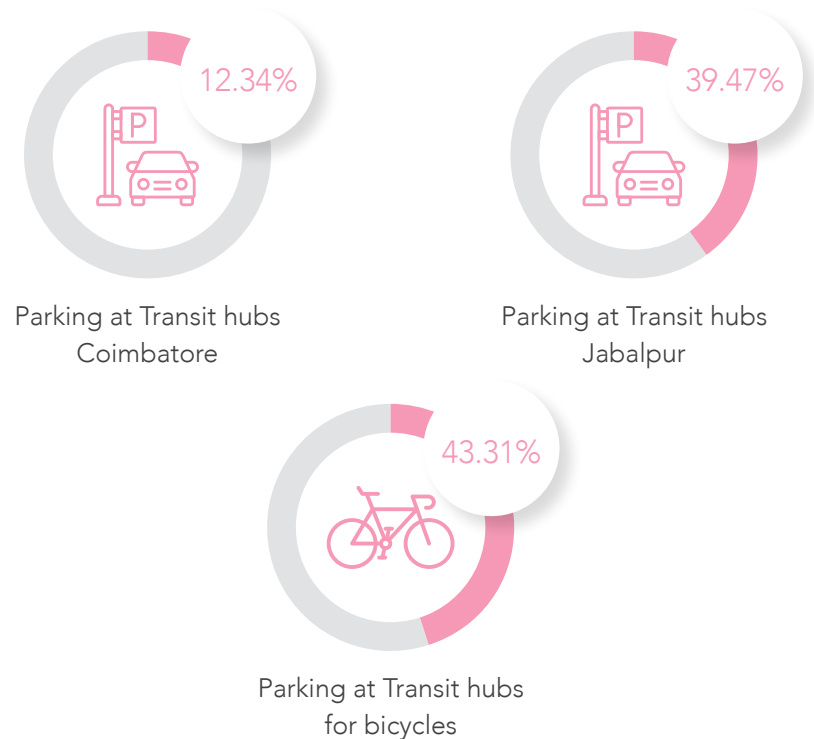
- In Coimbatore, **37.33%** of regular public transport users walk to transit stops, surpassing the cluster average of **32.77%**. Vijayawada leads the rising cities cluster with **39.91%** of public transport users walking to transit stops.
- Approximately **62.13%** of respondents rely on IPT modes for first-mile and last-mile connectivity to public transport, which is close to the cluster average of **62.18%** (highest being in Raipur-Naya Raipur at **77.45%**).
- Only **0.54%** of regular public transport users in Coimbatore use personal vehicles to access public transit.

Modes used for first and last mile connectivity by regular public transport users (n=367)

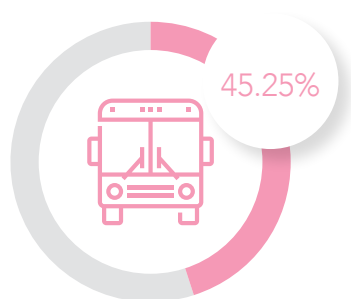


Parking facilities

- The survey revealed that only **12.34%** of regular public transport users in Coimbatore find the dedicated parking facilities at major transit hubs to be satisfactory. This is much lower than the cluster average of **22.98%**, and notably much lower than Jabalpur which leads the cluster with **39.47%** of respondents expressing satisfaction with the motor vehicle parking availability at transit hubs. The survey also suggests that **43.31%** respondents using bicycles found there is adequate parking for bicycles at transit hubs.



Access and wait time for public transport



- Regular public transport users in Coimbatore reported an average time of 6 minutes and 56 seconds to reach a transit stop, while the average time across the Rising cities cluster is 8 minutes and 17 seconds.
- The average wait time for public transport in Coimbatore is 8 minutes, which is much lower than the cluster average of 9 minutes 32 seconds. However, there is still room for improvement compared to Vijayawada, which has the shortest wait time among rising cities at 7 minutes and 30 seconds. This is reinforced by the **45.25%** of respondents in Coimbatore who report dissatisfaction as a result of long waiting time for public buses in the city.

Unified Metropolitan Transport Authority (UMTA)

- There is no Unified Metropolitan Transport Authority (UMTA) in Coimbatore, however a metro rail proposal for the city has been submitted and the state government has allocated INR 9,000 Crore in its 2023-24 budget for the same. (The Hindu, 2023). The Metro Rail Policy, 2017 mandates that all states with metro rail projects undertaken using central assistance must commit to form and operationalise UMTA in the city within a year. It also requires the UMTA to commission a Comprehensive Mobility Plan for the city to plan investments in urban transport infrastructure.



Time to access nearest transit hub

Coimbatore

6 minutes and
56 seconds

Rising cities

8 minutes and
17 seconds



Average wait time for public transport

Coimbatore

8 minutes

Rising cities

7 minutes and
30 second

TOWARDS VISION ZERO

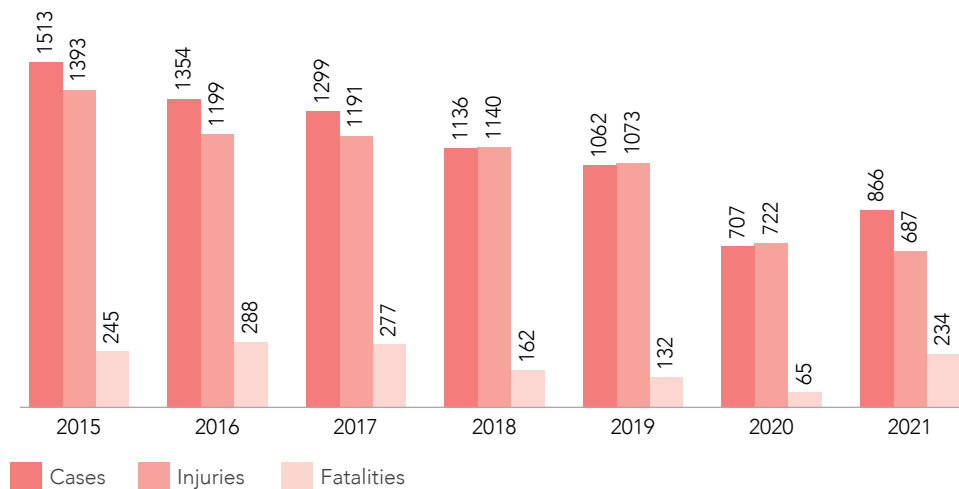
Reducing road accidents is crucial for improving public safety and promoting sustainable mobility, making it a top priority for urban planners and policymakers alike. Here's a look at Coimbatore's records on this front.



Road Safety and Fatalities

- Coimbatore has achieved a **42.76%** reduction in road crashes in 2021 compared to its peak of 1,533 cases in 2015.
- Despite a huge reduction in road accidents since 2015, the number of fatalities has reduced only by **18.75%**. This places the city fourth in the Rising Cities clusters in terms of absolute numbers of fatalities in 2021, following Vijayawada and Gurugram.
- Coimbatore's fatality rate stands at 21.17 per lakh population, making it one of the highest in the cluster, surpassed only by Gurugram (36.26) and Vijayawada (24.07). Notably, the fatality rate in Chennai is 12.6 per lakh population.
- Vulnerable road users, including pedestrians, cyclists, and two-wheelers, accounted for nearly **42.31%** of the total fatalities in Coimbatore in 2021.

Road Accident details from 2015 to 2021

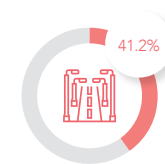


Source: National Crimes Record Bureau (2015, 2016, 2017, 2018, 2019, 2020, 2021)

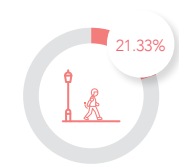
Pedestrian and cycling infrastructure

- Coimbatore scores low on this indicator with only **21.33%** of respondents believing that the footpaths in the city are wide and in good condition. This is notably lower than the cluster average of **28.74%**. This is notably much lower than the cluster average of **27.05%** across rising cities
- Only **18.84%** of respondents in Coimbatore believe that major junctions in the city have sufficient grade separators like Foot Over Bridges (FOBs) and Subways. **42.78%** of respondents in Coimbatore, second highest percentage of respondents within the cluster, believe there are sufficient cycle tracks and lanes available throughout the city.

Illumination on roads and footpaths



Road Illumination



Footpath Illumination

- The EoMI survey reveals that **41.2%** of respondents in Coimbatore believe that the roads in the city are adequately illuminated, and around **21.33%** stated that the footpaths also have sufficient lighting. While the percentage of respondents satisfied with road illumination is higher than the cluster average of **31.73%**, there is room for improvement regarding illumination of footpaths, where the cluster average stands at **28.79%**. In terms of road illumination satisfaction, Vijayawada and Guwahati lead the cluster with **41.96%** and **41.87%** respectively. On the other hand, Ludhiana leads with **41.13%** of respondents satisfied with the illumination on footpaths.

MOBILITY FOR ALL

Inclusive urban mobility ensures that everyone, regardless of their age, gender, ability, income level, or background, has equal access to transportation options. It reduces transportation-related inequalities and enables individuals to participate in the economic, social, and cultural activities within the city.



Persons with Disabilities and public transport accessibility

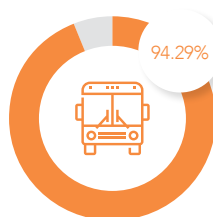
- According to the survey results, **80.77%** of respondents in Coimbatore with disabilities or difficulties in walking, communication, self-care and hearing use public transport regularly.

Respondent perception regarding accessibility of public transport for persons with disabilities (n=27)



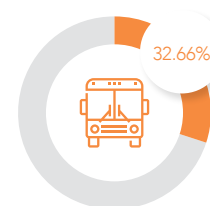
- Coimbatore lags behind Ludhiana and Varanasi where **34.29%** and **33.33%** of respondents with disabilities stated that public bus transport is accessible respectively.

Safety from gender-based crimes



- In Coimbatore, over **94.29%** women and trans/non-binary respondents use public transport regularly.

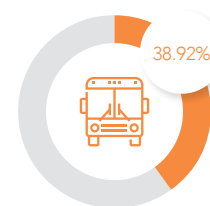
Safety from gender related crime events such as eve teasing and molestation in public transport (n=199)



Gender related crimes as reported by Women and Trans/ non binary individuals (n=199)

- Among the women and trans/non-binary respondents, only **32.66%** agreed that public bus transport in Coimbatore is safe from gender related crime events such as eve teasing and molestation, compared to **35.94%** respondents across the rising cities cluster
- In the Rising Cities cluster, Chandigarh stands at the forefront of safety from gender-related crimes, with **44.85%** women and trans/non binary respondents reporting public bus transport to be safe.

Safety from pickpockets and other petty crimes in public transport (n=483)



Pickpocket and Petty Crimes (n=483)

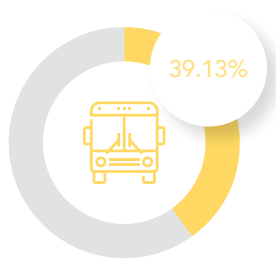
- Among respondents using public transport regularly, about **38.92%** agreed that the public transport system in the city is safe from pickpocketing and other petty crimes. While this is marginally better than the cluster average of **38.17%**, it lags far behind Guwahati which leads the cluster in public bus safety with **45.64%**.

AFFORDABLE MOBILITY

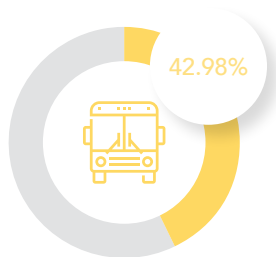
Affordable mobility allows individuals to access essential services like education, healthcare and job opportunities, regardless of their financial situation. It allows low-income households to allocate their budget to other important services like education, housing, and healthcare, thereby contributing to a more equitable distribution of resources.



Public transport affordability



Respondents finding public transport affordable (income agnostic) (n=483)

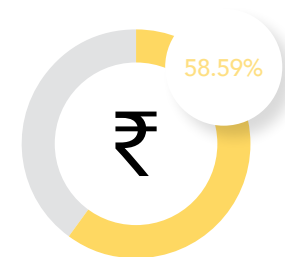


Respondents finding public transport affordable monthly household (income less than INR 30,000) (n=242)

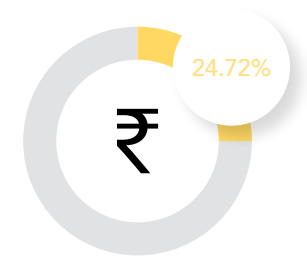
- In Coimbatore, **39.13%** of respondents find public bus transport affordable, surpassing the cluster average of **35.61%**, yet notably lower than Mysore, the cluster leader, with **42.86%**. Among respondents with a monthly household income below INR 30,000, **42.98%** consider public bus transport affordable, exceeding the cluster average of **36.80%** but lesser than Jabalpur, which leads the cluster with **47.22%**.

Monthly expenditure on travel

- Merely **58.59%** of Coimbatore respondents spend less than INR 3,000 per month for transportation, which stands significantly below the cluster average of **80.16%** and notably trails Ranchi, the cluster leader, with an impressive **91.40%**.
- The respondents with household income less than INR 30,000 reported spending **24.72%** of their income on transport. This is the highest reported average spending in the rising cities cluster while the cluster average is **13.81%**, and cluster minimum as stated by respondents was **7.21%** in Jabalpur.



Transport Expenditure less than INR 3000 (Income agnostic)



Transport Expenditure less than INR 3000 (Respondents earning less than INR 30000)

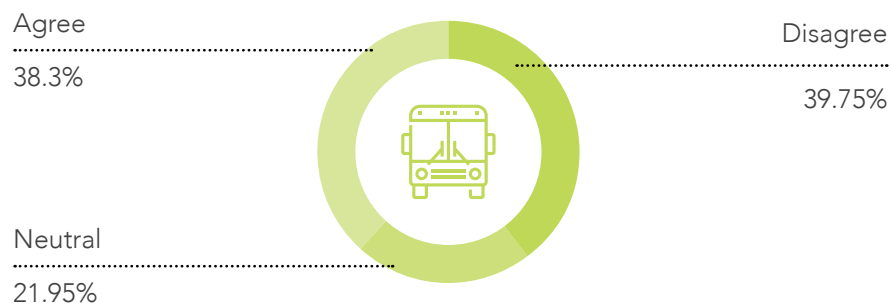
EFFICIENT AND RELIABLE MOBILITY

Efficient and reliable mobility is a key aspect of any well-functioning transportation system. In this regard, access to timely and accurate information on fare and timetables, and efficient public transport is crucial for making informed travel decisions. Availability, accessibility and time taken for trips is yet another pertinent yardstick to measure efficiency of public transport. This section presents how the city of Coimbatore fares on this parameter.



Availability of information

Respondent perception regarding easy availability of information on timetable, fare etc of public transport modes (n=483)



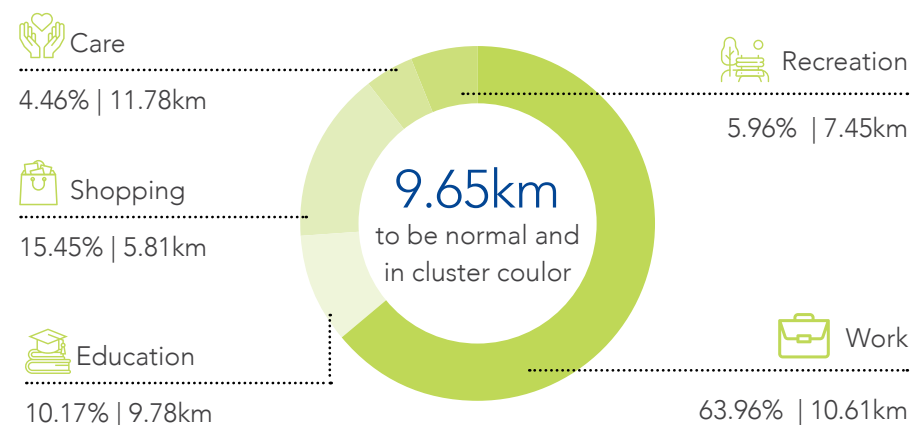
- A mere **38.3%** of Coimbatore respondents indicated easy access to information regarding public bus transport fares and timetables, falling short of the cluster average of **51.08%**. Mysuru, on the other hand, achieved the highest satisfaction level in terms of information availability for buses in both the Rising Cities cluster and across all clusters, with an impressive **72.30%**.
- **78.54%** of the respondents have access to some information and none is being accessed using digital medium in Coimbatore.

Public Transport vs private vehicle

- **40.99%** respondents from Coimbatore reached their frequented destinations significantly faster by public transport as compared to using their own vehicles, which is higher than the cluster average of **16.29%**. Gurugram, which leads the cluster in this respect, scores marginally higher at **42.86%**.

Average commute duration

Trip distribution and average trip length based on trip types.



- Almost **64%** of the trips as stated by respondents were for work. Though **11.8%** of the respondents identified themselves as students only **10.17%** of the trips made were for education.
- On an average, the respondents in Coimbatore reported commuting for a duration of 23 minutes 50 seconds which is lower than the cluster average of 29 minutes 38 seconds, and marginally higher than Guwahati which has the lowest commute duration of 23 minutes 33 seconds.



Commuting

Coimbatore

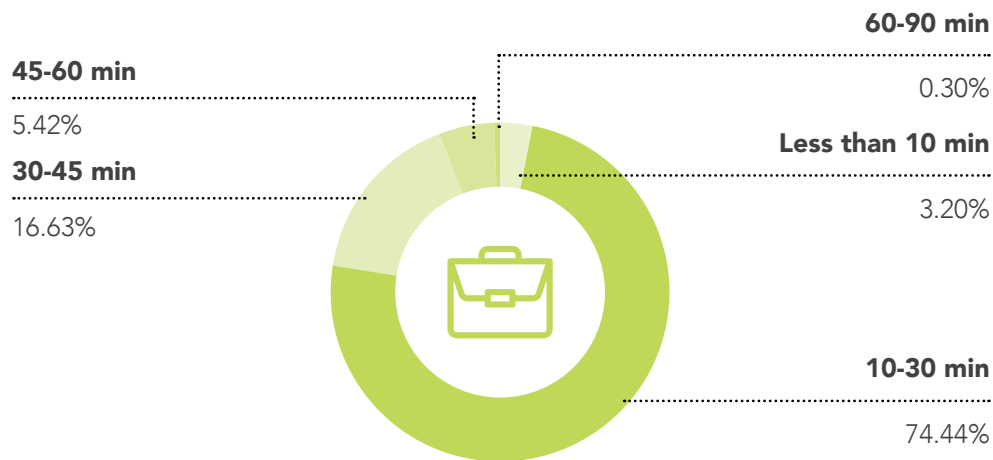
23 minutes 50 seconds

Guwahati

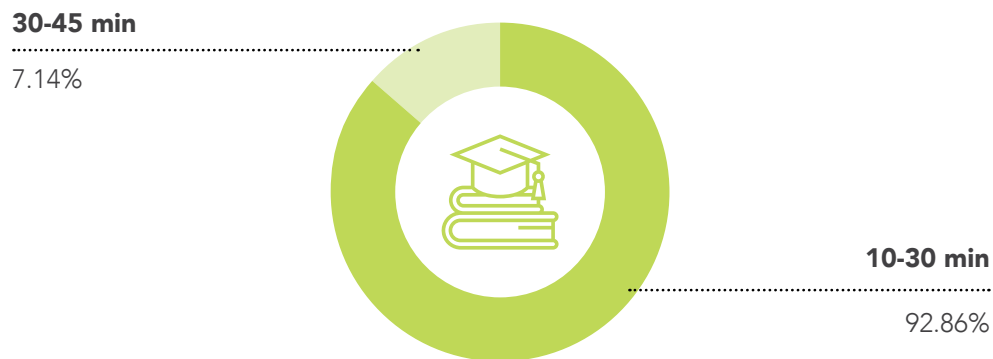
23 minutes 33 seconds.

Distribution of work and education trips across different time intervals;

Trip purpose: Work



Trip purpose: Education



- In Coimbatore, **77.65%** of work trips and **92.86%** of education trips were completed within 30 minutes. Comparatively, across the cluster, an average of **63.60%** of work trips and **69.23%** of education trips were completed within the same timeframe, with Guwahati (**78.57%**) leading for work trips and Vijayawada (**93.88%**) leading for education trips.

Time spent on First Mile/ Last Mile connectivity

- Coimbatore leads the cluster with **26.16%** of respondents taking less than 10 minutes to walk or cycle to the nearest transit stop for first and last mile connectivity. Comparatively, among the rising cities, the average is **20.30%**.
- In Coimbatore, **43.19%** of respondents take less than 10 minutes using shared mobility to reach the nearest transit stop for first and last mile connectivity. This is slightly higher than the cluster average of **42.73%**. Notably, the highest percentage of respondents achieving this quick connectivity was observed in the twin cities of Raipur-Naya Raipur, reaching **66.05%**.

Congestion and crowding

- 37.68%** of the respondents from Coimbatore agree that the roads are not congested, which is much lower than the cluster average of **43.54%**.

Respondent perception regarding state of overcrowding in Public Transport (n=483)



- About 43.27% respondents using public buses in Coimbatore, disagreed that public bus transport are overcrowded and it is difficult to find a space to sit or even stand. While it is higher than the cluster average of 34.43%, it is lower than Varanasi where 51% disagreed that public buses are overcrowded.

CLEAN MOBILITY

Clean and sustainable mobility is a key focus in modern urban planning, with a goal to reduce carbon emissions, improve air quality, and create a healthier environment. Moreover, emphasising hygienic mobility practices, including cleanliness measures in public transport, enhances the safety and well-being of commuters. Here's how Coimbatore fares in terms of clean mobility:












Deaths due to PM2.5 pollution

- In 2019, 1,340 deaths were attributed to PM2.5 pollution in Coimbatore. (State of Global Air, n.d.) which is about 121.8 deaths per lakh population⁸. Varanasi recorded the highest number of deaths/ lakh population in the cluster at 235.15 per lakh population while Mysuru recorded the lowest at 57.49 per lakh population.

Electric Vehicle (EV) adoption

- Electric vehicles are gradually gaining traction among respondents. Approximately **2.12%** of the total two-wheelers owned by the respondents were electric vehicles.

Top three reasons for unwillingness to buy electric vehicles (n=333)

Reasons for unwillingness to buy Electric Vehicle	Coimbatore
 Electric vehicle are more expensive than ICE vehicles	3.90%
 Limited finance options	3.30%
 High cost of finance	0.30%
 Safety concerns	99.10%
 Not enough EV options in the market to choose from	15.92%
 Inadequate charging infrastructure	96.40%
 No clarity on resale/ resale value of EVs	0.30%
 Concerned about technology and reliability of existing EVs	80.48%
 I'm not aware of the EV technology	0.30%

- About **31.06%** of respondents in Coimbatore expressed their willingness to purchase electric vehicles in the near future, which is higher than the cluster average of **29.09%**. However, there are certain concerns that discourage people from adopting personal electric vehicles. The top three concerns identified were

safety, inadequate public charging infrastructure, and doubts regarding the reliability of existing technology.

Cleanliness and hygiene perception in public transport

Respondent Perception on cleanliness, hygiene and maintenance/upkeep of Public transport (n=483)



- Among the respondents who regularly use public transport in Coimbatore, **37.06%** find buses to be clean and hygienic. This is below the cluster average of **38.87%**. Among the rising cities Mysuru stands out with **42.86%** respondents reporting that buses are clean and hygienic. As another point of comparison, Chennai fares slightly better than Coimbatore with **38.91%** of respondents considering buses to be clean and hygienic.

Shift to Electric bus

- The Tamil Nadu Electric Vehicle policy 2023 indicates the state's plans to increase its share of electric buses to **30%** of its total State Road Transport Undertaking fleet by 2030. (Industries Investment Promotion and Commerce Department, Government of Tamil Nadu, 2023). Coimbatore is also among the 169 cities selected nationally to participate in the Prime Minister Electric bus sewa challenge. Through this scheme the Tamil Nadu State Transport Corporation (CBE) has an opportunity to procure electric buses on a gross cost contract. (Minister of Housing and Urban Affairs, Government of India, 2023)

⁸ The figure has been calculated by dividing the number of deaths due to PM 2.5 pollution in 2019, by the projected population in Coimbatore in 2021 assumed as 11.05 lakh in 2021

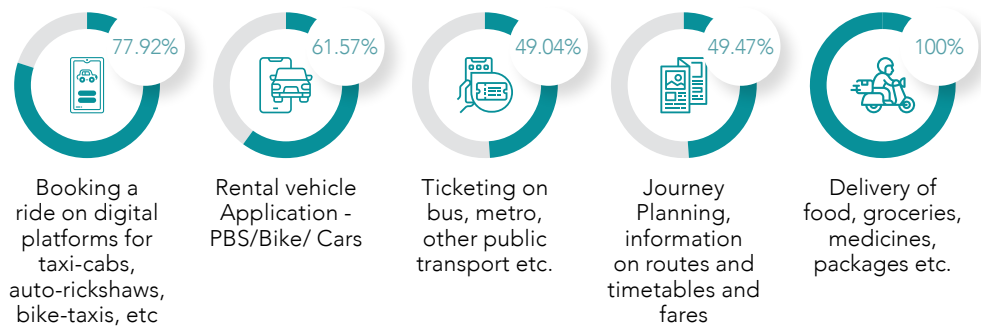
FUTURE MOBILITY

The ubiquity of smartphone applications has brought about a transformative shift in how people make mobility decisions and facilitate payments. This has led to greater flexibility and convenience in choosing the most appropriate transportation mode, whether it's for commuting or package delivery. Additionally, integrated payment systems within these apps have significantly enhanced the efficiency and security of transactions, eliminating the need for traditional cash-based payments. In the context of Coimbatore, the data reveals the following:



Mobility and package delivery

Percentage of respondents having at least one application for different services

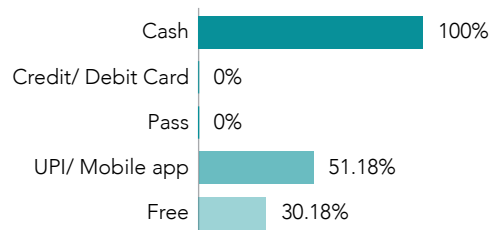


- Over **97.5%** of respondents use a smartphone. Of these, **77.92%** have at least one app to book a ride on digital platforms and all of them have at least one app for food and package delivery. However, the percentage of respondents having at least one app for rental vehicle applications, ticketing for public transport and journey planning, etc are significantly lower. This pattern is observed across the cities in the cluster.

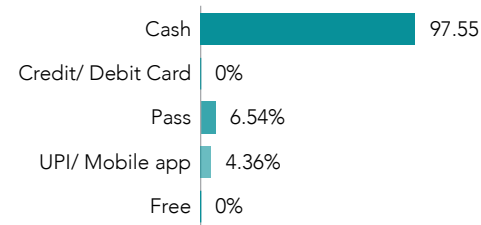
Payment for mobility, and parking

Distribution of payments made for different mobility services - parking(n=381), public transport and IPT (n = 367)⁹

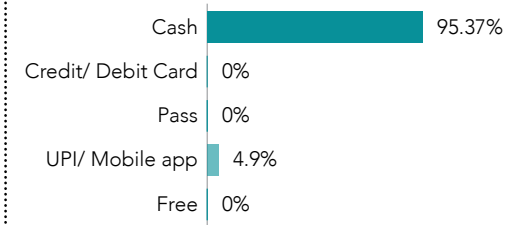
Parking



Public Transport



Intermediate Public Transport (IPT)



- Cash is a dominant mode of payment for all the three purposes in Coimbatore, and this pattern is also observed in other cities in the cluster.
- Coimbatore has the highest percentage of cashless payments for parking in the cluster.
- Pass (**6.54%**) is a relatively popular cashless payment mode for public transport in Coimbatore. While this is marginally lower than the cluster average of **6.71%**, it is substantially lower than Mysore (**23.03%**). UPI and mobile apps (**4.36%**) as a mode of payment for public transport as a mode of payment is less than half of the cluster average of **8.92%** and substantially behind Ludhiana (**26.07%**).
- Only **4.9%** of respondents in Coimbatore use UPI and mobile apps for paying for IPT modes, lower than the cluster average of **10.71%**, and far lower than Ludhiana (**33.85%**) which leads the cluster

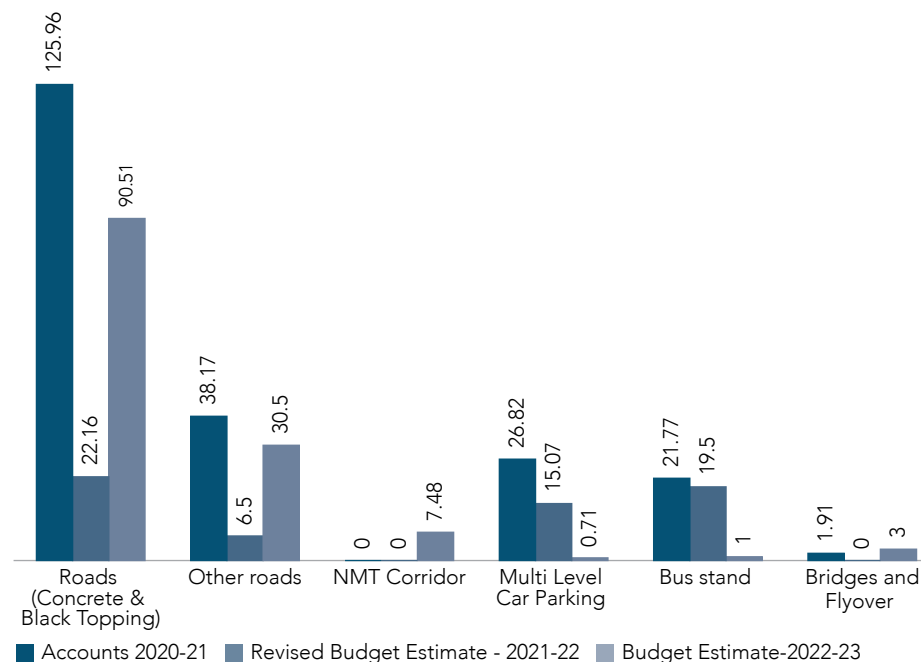
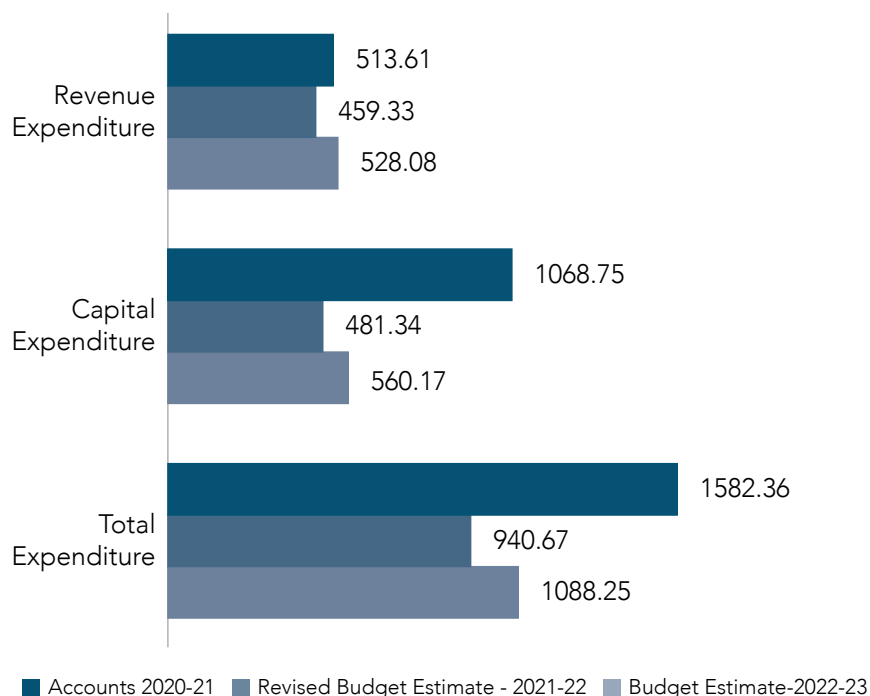
⁹ Total will exceed 100% as a survey respondent may use multiple choices of payment.

INVESTMENT IN CITY

Financial resources play a vital role in development and maintenance of a sustainable, seamless, efficient and inclusive mobility system. Below are the updated budgets for Coimbatore city with particular reference to mobility spends:



Coimbatore City Municipal Budget 2022-23 details



- The estimated total budget of the Coimbatore City Municipal Corporation (CCMC) for 2022-23 has increased by around 15.7% or INR 147.58 Crores compared to the revised budget of 2021-22¹⁰. The estimated budget for capital expenditure has increased significantly by 16.38% (INR 78.83 crore).
- In the revised estimate for 2020-21, the revenue and capital expenditure for the Coimbatore City Municipal Corporation amounted to INR 1370 Crores, resulting in a per capita budget of INR 12,393¹¹.

Source: (Coimbatore City Municipal Corporation, 2022)

¹⁰In addition to CCMC, public transport service providers such as Tamil Nadu State Transport Corporation (Coimbatore), private bus operators, Coimbatore City Police, and Coimbatore Local Planning Authority also allocate substantial financial and human resources to enhance transportation in the city.

¹¹The population for per capita budget calculation was 11.05 lakh as per 2021 estimation.

THE ROAD AHEAD

The changing mobility paradigm requires timely interventions that need to be prioritised for improving the city's ease of moving. The broad strategic interventions and opportunities are derived based on the findings from the index and benchmarking of the scores for each indicator with the peers. The interventions are categorised based on the responsibilities of the various government stakeholders in the city.

Recommendations of intervention and agencies responsible for intervention.



Encourage shared mobility

Improvement Areas

- The expanding vehicle ownership in Coimbatore (Refer - Vehicle growth and ownership patterns (pg 11). Vehicle growth and ownership patterns above) indicates a rising reliance on private vehicles and a diminishing preference for active and shared mobility choices. To address this trend and foster sustainable transportation, policy interventions are crucial. Encouraging alternatives like walking, cycling, public transport, and electric mobility is imperative to mitigate this growth in vehicle ownership.

Responsible Agency

RTO



Improving transport governance and first and last mile connectivity

Improvement Areas

- To prepare for the upcoming Coimbatore metro project, establishing a Unified Metropolitan Transport Authority (UMTA) is strongly recommended. With Coimbatore's substantial growth, spanning 257 square kilometres and hosting over 2 million people, this move aligns with the state government's funding allocation in July 2023. Furthermore, the Metro Rail Policy of 2017 mandates the creation and operation of UMTA, emphasising its pivotal role in coordinating and overseeing this critical development.
- Improving physical integration at multi-modal hubs in the city, including strengthening first- and last-mile connectivity at transit hubs, would help make the public transport in Coimbatore more seamless and efficient.

Responsible Agency

Unified Metropolitan Transport Authority (UMTA)



Decarbonisation

Improvement Areas

- Augmenting electric buses in Coimbatore will not encourage patronage for public bus transport and also improve air quality standards. (Refer - Deaths due to PM2.5 pollution and Shift to Electric bus (pg19))

Responsible Agency

Tamil Nadu State Transport Corporation (Coimbatore)



Encourage Active mobility

Improvement Areas

- Considering the healthy bicycle ownership rate in Coimbatore (Refer - mode share and vehicle growth and ownership (pg10 and 11)), Investing in non motorised infrastructure will encourage higher mode share of active mobility and improve air quality.



Parking Policy

Improvement Areas

- Dissatisfaction with parking infrastructure, especially at transit stops (Refer - parking facilities (pg12)), is clear from the EoMI survey responses. To resolve this, it's crucial to establish a robust parking policy with strict enforcement. Implementing market-driven parking pricing for parking can contribute to the city's travel demand management strategy, helping reduce congestion, increase revenue, and improve overall mobility infrastructure.

Responsible Agency

Coimbatore City Municipal Corporation & Traffic Police

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Improving Public Bus Transport services

Improvement Areas

- Coverage and availability of buses can be improved through strategic investment.
- Increased digital presence of TNSTC- Coimbatore and aggregate live data of private buses plying in Coimbatore.
- No one accesses public transport related information using digital medium as it is unknown and has limited visibility.
- Adoption of cashless payment for public transport in Coimbatore is below cluster average (refer Section 4.8.3 Payment for public and intermediate public transport above) indicating room for improvement. Encouraging cashless payments and passes to make buses future-ready.
- Accessibility of buses for Persons with disabilities in Coimbatore lagged behind cities like Ludhiana and Varanasi (Persons with Disabilities and public transport accessibility (pg 15)). More low-floor buses can be procured to enhance accessibility for this commuter group.
- Coimbatore lags behind its peers on gender safety in public transport (Safety from gender-based crimes (pg 15)). Therefore, improving safety is paramount for encouraging ridership for public bus transport.
- Respondent perception also reveals a need for improving cleanliness and hygiene in bus services (Cleanliness and hygiene perception in public transport (pg 19)).

Responsible Agency

Tamil Nadu State Transport Corporation (Coimbatore)



Road safety infrastructure

Improvement Areas

- Safe at-grade crossing and grade separator interventions for pedestrians and cycles, especially at major junctions will help improve road safety.
- Well lit and Well-designed footpaths will encourage walking and keep pedestrians safe.
- Improve road riding quality to reduce accidents and improve throughput. This could be incidental as the city is upgrading its infrastructure and building metro and flyovers.

Responsible Agency

Coimbatore City Municipal Corporation

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The strategic interventions mentioned above need to be prioritised to improve the mobility scenario in the city. OMI Foundation will be keen to support the civic administration in creating pathways for implementation, demonstration of pilot and collaboration to improve Coimbatore's mobility scenario.

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