

# Influence of CSR on Organizational Citizenship Behavior of Frontline Employees



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## 1. Introduction

In the mind's eye of any city inhabitant in India, the picture of a smart city comprises a wish list of infrastructure and services that designates a person's level of an objective. To afford the objectives and requirements of the citizens, urban planners preferably target at developing the intact urban eco-system, which is denoted by the four pillars of ample development-institutional, social, physical, and monetary infrastructure. This can be a goal that can be attained after a long period to attain such comprehensive infrastructure cities are working towards it incrementally for adding on stratum of 'smartness'. In the methodology of the Smart Cities Mission, the aim is to promote cities that afford nucleus infrastructure and give a good atmosphere of life to the citizens, a clean and ecological environment and application of 'Smart' Solutions. The focus is on sustainable development and the idea is to look at dense areas, create a **various model which will act like a model to other seeking cities**. The Smart Cities Mission of the Government is a valiant, new creativity. It is meant to set as an example that can be simulated both in and out the Smart City, catalyzing the formation of similar Smart Cities in various regions and parts of the country.

The standard of living of any citizen in India is majorly influenced by the factors like per capita income in the spent ratio the family income and the standard of the locality to which the citizen belongs to. The local bodies like Panchayat Municipality and Municipal Corporation have equal role to play in the standard of living of any citizen. Regional economic imbalances are quite common in developing countries like India. The reason is that the schemes and plans of local body authorities differ from each other. It is the liability of the Union Government of India to alleviate the existing and evolving regional imbalances within and among the states. A long-term vision plan with multivariate modules for implementation will eradicate the disparities. However tracking such a very long-term plan cannot be solely vested with a single bureaucratic entity also the factors of boredom and monotony and the illicit factors like bribe, scam and looting at few places may deploy the entire mechanism of raising the standard of living of Indians. The random failures of the such schemes are enough to justify both of these arguments. The JNNURM scheme of the UPA Government is proclaimed to be a successive model, however it is not free from criticisms. The smart cities mission of the present Union Government of India has been designed in such a way to avoid the customary criticizing practices of the Indian\ political environment

Out of the 100 select cities in India Coimbatore is one of the 12 cities selected from Tamil nadu. Along with Coimbatore cities like Chennai, Madurai, Trichy, Salem, Thirunelveli, Thoothukudi, Thiruppur, Erode, Vellore, Thanjavur, Dindugal are also included in it. The city is known for its economic predominance and huge share of contribution to the nation's gross domestic product. Kongu nadu contributes nearly 60% of the Gross Domestic Product to the state. which is the maximum contribution by a district to a state. Coimbatore being the headquarters of this region, has always been proclaimed for its entrepreneurship and economic advantages.

## 2. Geographic Profile of Coimbatore Urban Agglomeration

Coimbatore is placed at the western end of Tamil Nadu, between the states of Karnataka and Kerala, thus forming a strategic point of commerce, trade and development in the peninsular India. The Ghats of west and east provide a natural boundary for the textile valley. The Palghat pass between Kerala and Tamil Nadu assures the weather pleasanse of the region. The region faces neither a harsh summer nor a bitter winter thus providing a welcoming weather all around the year to the tourists, immigrants, prospective immigrants, city dwellers and, of course, the budding entrepreneurs.

No other city in the plains of Tamil Nadu enjoys such a serene and pleasant weather. The terrain of the land is plain near the rivers and plateaued elsewhere. The plateau climbs to reach the extensive ranges of the Western Ghats in the west and crawl to reach the plains of Kaveri in the east. Altogether, the pleasant weather and the unvarying terrain of the region are favorable geographical factors for promoting trade, commerce and entrepreneurship in the region and for setting up of world class infrastructural facilities to promote them.

Coimbatore is the second largest city in area and population in the state. It is noteworthy to mention that it is also the fourth largest urban agglomeration after Chennai, Bangalore, and Hyderabad in South India and the sixteenth largest urban agglomeration in India, as a whole. The Coimbatore UA region shelters to 2,136,916 persons.

The population table of Coimbatore UA is self-explanatory that the dominance of the city and her rural regions in the Peninsular India is inevitable and whose infrastructure and logistic arteries are to be upgraded on a timely basis. The city being the fourth largest in the Peninsular India is still not blessed with a super transport system and whose financial and economic insights are placed as the core theme of this paper.



The smart-chart following is an illustrative list provided by the Union Government of India. This list exhibits the various projects or tasks that can be included in the 'Smart Cities Mission'.



The municipal corporation has taken initiatives for enabling 24/7 drinking water facility to all hundred wards within its municipal limits. The old reservoirs of Siruvani, Pilloor, Upper Bhavani, Lower Bhavani, Azhiyar are already serving as sources of drinking water supply to the district and its neighbors. Spending all hundred crores on a pre-established platform has sounded fishy, and the citizens are not ready to wholeheartedly welcome the interests of the municipal corporation in promoting this scheme. It is worth mentioning that the city is eminent for its NGOs, societies, and communities whose primary business is to escalate the bread demands of the town to the bureaucratic agencies. These organizations along with other citizens and stakeholders have stressed to the municipal corporation that the 100 crore fund allotted to Coimbatore should be fueled for building a super transport system, and only the residue should have diverged for various other projects like 24/7 water supply, tourism development etc.

#### 4. Ensuring Urban Mobility

The State transportation department has witnessed a registration of 217785 vehicles during the year of 2012, and it is constantly increasing in the succeeding years. It is the only city in the state of Tamil Nadu to have four regional transport offices next to Chennai. The city is also boasting to have 1.4 million vehicles registered and following are some of the ratios that should prove that Coimbatore highly deserves a 'Super Transport System' to subsequently reduce the traffic congestion on its roads and the emission of hazardous gases from the operation of such an enormous number of vehicles.

76 CARS/JEEPS PER 1000	529 TWO-WHEELERS PER 1000	TAL VEHICLES PER 1000
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Coimbatore ranks third in the vehicle to person ratio in the country next only to Chandigarh and Ludhiana. The persistent increase in the purchasing power of the people in the region coupled with the factors of pride and wealth can be placed as reasons for having such a huge vehicle to person ratio in the country. However, the lack of well maintained public transport infrastructure system is found to be a much sturdier reason for this.

The UPA lead Government in its tenure has identified that 19 cities with a population of over two million are eligible and indeed deserve to have a 'Metro Railway Network' to pacify the encumbrances arising from the disparities in logistics and linking infrastructures. Detailed project reports or popularly the DPRs were prepared for all these cities viz., Lucknow, Kanpur, Patna, Jaipur, Ahmedabad, Pune, Surat, Indore, Nagpur, Kochi, Coimbatore and Kozhikode (II tier cities) and Delhi, Kolkata, Mumbai, Bangalore, Chennai, Hyderabad, Jaipur, Kochi, Ahmedabad and Bhopal (I tier cities). Though Coimbatore was included in the wishlist or the DPR list by the then Union government through its Urban Development Ministry for a Metro Rail Transport System, the state government of Tamil Nadu showed lesser or no interests in partnering with its Delhi follow it for the same. On the contrary, the state government argued that an efficient mono railway could be the solution and not a metro railway for Coimbatore, by sighting the need of vast lands for metro, which lapses in the city and its suburbs.

##### (A) The Debate of Mono or Metro

The metro rail should carry more passengers than monorail, the outlay for a small metro project would be only 10 to 20 percent more than monorail, and the per capita investment worked out in metro rail's favour. The Governor has mentioned about the project in his address to the Assembly, that monorail should be consuming less space and could be constructed using pre-fabricated structures. Along with this, the city should have an East-West Corridor, a Northern Loop and Southern Loop costing around Rs. 3,500 crores.

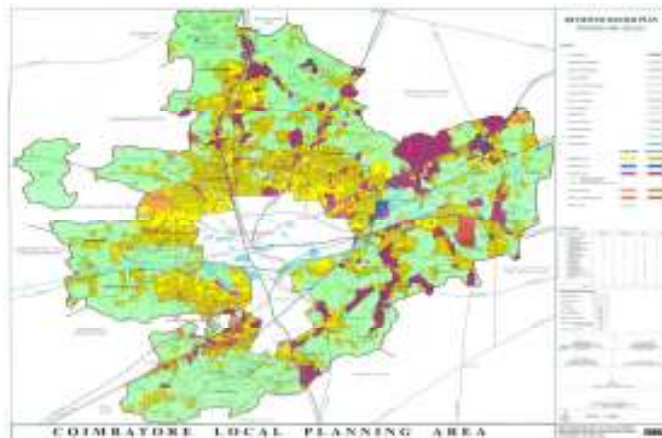
Coimbatore is a radial city, not a linear one. Hence it is wrong to deny with metro rail in Coimbatore, says S.Hariharan Chief Technical director, MN. Dastur & Co.Pvt Ltd., The Avinashi Road, Trichy Road, Mettupalayam Road, Sathyamangalam

Road and Thadagam Road are the major roads in the city, and these roads would converge around Sukrawarpet and Ukkadam. These areas were inhabited densely; this would necessitate planning for the mass transit project in these roads.

A circular and double line already existed between Irugur to Podanur, passing through Coimbatore Junction, Coimbatore North Junction, Peelamedu, finally reaching Singanallur, and, a single linear line should be linking Podanur and Mettupalayam. The existences of those railway lines give an immense possibility for operating a metro rail. In such case, Irugur and Podanur would be the main hub stations. The circular line could be free to operate metro rail between Podanur and Irugur stations and all frequent trains linking Palakkad and Erode should use the existing corridor all along the Noyyal and for changeover for passengers to Metro rail it stops in hub station.

### Benefits of Metro

The accident rate would be reduced, and it could save many lives by the way of introducing Metro lines. It also assure the passenger to reach their destination on time that makes a passenger less stressful, and also considering the involvement of the Metro in potential areas earlier considered not fit for livelihood. However, now in present scenario it had developed into a colonized region.



### (B) The BRTS Boon

The JNNURM scheme had proposed bus rapid transit project for the Coimbatore city as Coimbatore Bus Rapid Transit System (BRTS). This project would be extending about 18.6 km beginning from Avinashi Road and get finishing at Mettupalayam Road via Dr. Rajendra Prasath Road, and then the scheme road turns left and joins Dr. Nanjappa Road and joins at Dr. Rajendra Prasad Road. These roads are provided with an exclusive lane for BRTS lane, and the linking roads are allowed to run with the mixed traffic. A devoted two lane carriageway is supplied with a width of 7.0m for BRTS corridor. A twin Lane for Mixed Traffic is supplied with a width of 7.0m on another side of the BRTS corridor. These two lanes should be separated by providing 250mm large CC block on mutual sides. Overall BRTS would be passing 18 km, in this nearly 7 km should be passing through the elevated section. In Coimbatore BRTS it is projected to have 14 at grade bus stops and 3 elevated bus stops.

### (C) Inclusion of International Airport

Coimbatore has an international airport providing flight services throughout the world. It is 15<sup>th</sup> largest airport in India in total aircraft movements. The airport is located in avinashi road. From the central bus stand it is 10 kms away, frequent bus facility is available from Gandhipuram, Singanallur and Ukkadam. The location of the airport is a commercial area and majority of educational institutions are located in it. During peak hours passengers, mainly the students will find difficult to travel in the those areas. Their only hope of public transport is buses. Though there are frequent buses available in those routes, during peak hours the passengers cannot travel peacefully. Basically Avinashi road is the National highway (NH47) connecting Salem and further leading to Chennai and Bangalore . Due to over inhabitation of vehicles there are many chances to get accident. To prohibit those accidents many signals are created. There are numerous signals available in those road, this will further consume more time for traveling. If metro line was constructed in those area, the traffic rate will be reduced and even the accident rate will also fall down vigorously. Hence a metro can take large number of people than a town busses, immediately the passengers can easily switchover to metro transport from bus transport. This makes the passenger to reach their destination even faster.

### (D) The ring Roads of Rapid Transit

Traffic jamming could relieve on the northern side of the city in the next one or two years as the long-pending Western Bypass Road project is all set to take-off. The state highways department is ready to set an four-lane road, starting from Sugunapuram near Madukkarai and till Narasimmanaickanpalayam, and it has been sent to the state government to get final approval. The road would link Chellappagoundenpudur Road, Dhaliyur Pirivu, Bharathiar University and Kanuvai. The

project would involve acquisition of private land. Nearly 50.67 acres of land was belonging to the state government. After finishing the project, vehicles moving towards Kerala from Mettupalayam and Udthagamandalam would be able to reach the neighbouring state without entering into the city limits. The state highways department has intended to obtain lands from Madukkarai, Gudalur, Narasimmanaickenpalayam, Kurudampalayam, Pannimadai, Nanjundapuram, Somayampalayam, West Chithiraichavadi, Perur, Kuniyamuthur, Perur Chettipalayam, Sundakkamuthur, Kalikkanaickenpalayam, Vadavalli and Madampatti villages.

Nearly 305.36 acres of private lands would be obtained under the Land Acquisition, Rehabilitation and Resettlement Act, 2013. Primarily, the highways department was facing strong opposition from the public for this project. Based on the plan, the department had to bulldoze hundreds of houses and industrial units. Now, the state highways department has changed the plan and a detailed project report has been organized recently by a private firm with the help of the highways department. The state highways department has proposed to build grade separators in the junctions of Siruvani Road near Chellappagoundenpudur, Thondamuthur Road near Dhaliyur, Marudhamalai Road near Bharathiar Road and Anaikatti Road near Kanuvai, thus paving a new linkage between the Western Suburban regions.

## 5. Financially Succeeding Models of Delhi and Bangalore

### Bangalore

Bangalore is located in the south-west part of India. It is one of the fastest-growing metropolitan areas. It was the third-largest city nearly with a population of five million and it is mostly surrounded by satellite communities. Bangalore is a leading research centre with a deliberation of the international information technology diligence. It makes an important location for Indian Railways. Taxis, buses, and lightweight powered rickshaws are the urban transport system in Bangalore. United with the need to prolong the city's intensification, the social and economic renovation has determined proper consideration on budding rapid high-volume rail-based public transport. As per the requirement, Bangalore got Namma Metro.

Bangalore Metropolitan Rail Corporation Ltd is specially formed to develop Namma Metro. The funding for this project combine debt and equity interests, with International Cooperation from the Japanese Bank as external finance, and as well as central and Karnataka state government. In accumulation to RITES and DELHI METRORC, France-based System is also slender between 2007 and 2012 for project management in Bangalore; it is their third Indian metro contract after Delhi and Mumbai.

### Delhi Metro

To establish a link between Delhi, Gorgon, Noida and Ghaziabad, a metro was built with two phases serving these areas by the Delhi Metro Rail Corporation (DMRC). The first phase should be covering 65.11km, and it was opened in the year 2002, next to it the second stage of 125km was concluded in recent times. It is the first railway project in the world to be regarded for carbon credits by the United Nations, in spite of saving power employing regenerative brakes in the trains, and condensed carbon emission. The Metro has been deliberate in such a way that it can integrate with the other public transport. DMRC has also united with Google India (through Google Transit) to afford train schedule and route information to mobile devices with the means of Google Maps.

The Rapid Metro transit system in Gorgon should be linking with the Delhi Metro. In the case of phase 2, in all the underground metro stations subway facilities and bicycle rentals facilities are also provided. From the centre of the city, it would take solidly up to an hour utilizing the road to reach the Delhi airport, but it would take less than 20 minutes to reach Delhi airport by the Delhi Airport Metro Express rail. It is equipped with LCD screens coaches which are imported from Spain are exclusively dissimilar from the trains on this line and have inbuilt noise diminution features, and also it provide flight information for the convenience of air travellers.

The Delhi Metro though overwhelmed by controversy in the form of technical hitches, congestion and accidents at the building sites has proved as a mock-up for the other metros in the country to follow. Phases 3 and 4 will be stretching up to 413.8km and are scheduled to open within 2016 and 2020 correspondingly. With such a great rapidity of effort, the Delhi Metro will be coming soon as one of the fastest mounting metro networks in the world.

## 6. Social Cost-Benefit Analysis & Socio-Economic Sways

The Coimbatore Metro provides a numeral of reimbursement. It saves the travelling time for the people and brings down the accident rate, and moreover it would control the atmospheric pollution.

It is significant to inspect the financial probability of Coimbatore metro before actually taking up its economic assessment. With the purpose of maximizing the private profits, the financial evaluation of a project necessitate the analysis of its annual cash flows of revenue and cost given it as a commercial organization. The Coimbatore metro's financial capital cost represents the time flow of investment made in its lifetime. The investment expenditures made for the project in one of the year at some stage in its lifetime constitute to acquire capital goods, acquisition of land and spending made to skilled and unskilled labour for project construction. The maintenance cost of the project constitutes the yearly expenses incur on energy, maintenance and spending made to skilled and unskilled labour. By market price, the investment goods and material inputs projected a value. It should reflect in the prices paid by Coimbatore metro commodities if the government gives some commodity tax concessions to Coimbatore metro. The yearly cost of capital has to be intended to the actual interest if the monetary capital cost of the project is working out at the moment of flow of annualized capital cost paid. This could be done

only by using the information about the sources of funds for investment by Coimbatore metro and how the actual interest paid by it to every source. The financial reimbursements from the Metro are the fare box revenues and other revenues from advertisement and property development, as reported by RITES.

### **Economic Benefits**

To narrate the economic reimbursement and costs of the Coimbatore Metro, it will require the recognition of the change brought out by it in the transport sector of the economy. Most significantly, Coimbatore metro should contribute to the distraction at a very high proportion of existing passenger traffic from road to Metro. Metro should be resulting in the diminution in the buses count, cars and other vehicles carrying passengers on Coimbatore roads. It should save the travelling time for passengers by roads due to reduced traffic and it insist for travelling by Metro. The Metro should substitute electricity instead of petrol and diesel. Hence, it reduce the air pollution and helps in keeping the city clean and green. There will be a vigorous downfall in the accident rate. If government invest in the Metro it could result in the decline of government investments in road developments. Moreover there should be a huge decline in motor vehicles' operation. The capital cost and maintenance costs of cars of the car owners should reduce if they change over from road to Metro for migrating within the City. By introducing metro, it should incur the loss for private bus owners, and the government should lack the income gain from the government buses. The Coimbatore public should gain considerably with the preamble of the Metro facility. It saves travel time due to a reduction of overcrowding on the roads and lower travel time of the Metro. There should be eco-friendly surrounding to the public due to non-polluting travel from the transport sector of Coimbatore. Land and house property owners should get a hike in their asset value from the increased assessment price due to the Metro. It solves the unemployment problem most probably for the unskilled labour specifically during the time of construction. This will help to reduce the unemployment rate in India.

## **7. The Super Transport Map of 'Smart Coimbatore'**

The proposed 'Super Transport System' for the city of Coimbatore should utilize the entire fund of Rs.100 Crores allocated through the 'Smart Cities Mission.' In addition to this, the Municipal Corporation should arrange for raising the funds from various entrepreneurship concerns populated in the region and from prospective investors. As Coimbatore is eminent for its indigenous NGOs and causes social communities, the Municipal Corporation should succeed in this crowd-funding technique. The construction, financing and the administration of the aspects of this project should be supervised by a conglomerate authority represented by the local authority, i.e., Coimbatore Municipal Corporation, Government of Tamil Nadu and Government of India. This power should be lead by an IRPS officer and should include personnel from interested arenas like Mr.Sreedharan Nair, who has keen interests in developing a metro rail network in the region. The authority should be called as Greater Coimbatore Metro Railway Corporation (GCMRC).

As in the case of Chennai, Bengaluru, and Hyderabad, Coimbatore should be facilitated with the "Metropolitan Development Authority'. Such evolved, Greater Coimbatore Metropolitan Development Authority should be the apex body of monitoring the progress of this 'Super Transport System'. Moreover, by progress, we mean both the physical and financial progress which should be overseen by the Ministry of Urban Development at the next level. As the guidelines given by the union government is allowing to go for PPP model, the GCMDA and GCMRC should involve the process of PPP in executing the metro rail project.

### **Phase 1 - The Golden Triangle**

The metro railway line should be constructed along with the existing Irugur - Podanur - Coimbatore Main Junction - Irugur line so as to ensure speedy introduction of metro trains. As this triangle is connecting the major railway junctions of Podanur, Irugur, North Coimbatore and Coimbatore Main/Central. This triangular route is already bestowed with double tracks, and the metro track would act as the third path. Land acquisition would not be a big problem because of this.

### **Phase 2 - The Wings of the Golden Triangle**

After the completion of this triangular corridor, branch lines should be constructed from each of these three railheads to the satellite towns through the rural regions namely i) Podanur - Pollachi ii) North Coimbatore - Mettupalayam iii) Irugur - Tiruppur. It should be noted that even these three wing lines are already existing as broad gauge railway tracks that should lessen the burden of land acquisition and tendering. Tiruppur is a global business center, and Mettupalayam is the gateway to the paradise of India, the Nilgiris, and Pollachi, on the other hand, is the agricultural capital of the Western Tamil Nadu. Hence, linking these three cities with the city of Coimbatore is of immense importance.

### **Phase 3 - The Interstate Corridor**

Coimbatore geographically stays close to the neighboring state of Kerala. The measured distance from the city limit to the neighboring Palghat town of Kerala is just about 20 Kms. (From Coimbatore Sugunapuram to Palghat Chandranagar). This will be first of its kind in South India, i.e.,, connecting two different states through a metro railway line. The neighboring Kerala-headquartered at Trivandrum is already executing an interstate industrial corridor project connecting Coimbatore with the Kochi Harbor through Palghat and Thrissur. The 49 Km stretch should boost not only the trade and commerce prevailing



in the region but also the harmony existing between the states. Moreover, even here land acquisition is not a problem as the route is also laid with railway lines.

#### **Phase 4 - The Oxford Line**

Avinashi Road, the arterial road of the city and the gateway to the metropolis like Chennai, Bengaluru and Hyderabad, should be connected with the Marudhamalai Road through the dense commercial district of Gandhipuram - Saibabacolony - RS Puram. Both these roads are dotted with en-numerous educational institutions. The 'Oxford line' should start from the temple town of Avinashi and should terminate at the foothills of Marudhamalai, probably near Thondamuthur. The distance of 57 Kms should cover almost all of the big industrial giants of the region with the Bharathiar, TNAU, Anna, Avinashilingam Universities, umpteen number of colleges, temples, and residential areas. The two million population of Coimbatore should get benefited at the maximum through this line. The number of city buses and private vehicles played on both these roads are accurate indicators of the huge floating population. The line should intersect with the golden triangle at the tidal park, should provide a link to the international airport at two points and to the North Coimbatore Junction on the line to foothill town of Nilgiris(Mettupalayam)

### **8. Role of Municipal Corporation, State, Centre, and the Society**

#### **Financial Aspect**

The Smart City project should be operating as a Centrally Sponsored Scheme (CSS), and the Central Government should give financial support to the project to the level of Rs. 48,000 crores more than five years i.e. typically Rs. 100 crore for a city per year. An equal amount, on a corresponding basis, should have to be contributed by the State government; therefore, nearly Rs one lakhs crore of the fund should be given by Government/ULB funds for Smart Cities development. Depending upon the level of purpose, model, the capability to perform and reimburse the project cost of each smart city may vary. It is predictable that considerable funds should be required to put into operation for the smart city proposal, and the central and state government, should be leveraging to draw funding from the interior and exterior sources. The success of this attempt should depend upon the sturdiness of SPV's income model and comfort provided to the lenders and investors. The financial intermediaries are successfully set by many state governments, such as Tamil Nadu, Gujarat, Orissa, Punjab, Maharashtra, Karnataka, which should support and insist other States to consider some comparable set up in their relevant States. On PPP basis it is expected to take many schemes in the smart city; the SPVs have to accomplish this. A part of the project cost in only met by the GOI funds and contribution by the States/ULB. Balance funds are expected to be mobilizing from:

- States/ ULBs get income from the collection of user fees, recipient charges, and impact fees, land monetization, etc.
- Additional wealth transfer due to receiving the recommendation of the FFC (Fourteenth Finance Commission).
- Pioneering finance mechanism such as municipal bonds with the credit rating of ULBs, collective Finance Mechanism, TIF (Tax Increment Financing).
- There are other Central Government schemes such as Swachh Bharat Mission, AMRUT, National Heritage City Development and Augmentation Yojana (HRIDAY).
- Financial institutions should lend leverage, which include two-sided and many-sided institutions, in both domestic and external sources.
- States government may also access the NIIF (National Investment and Infrastructure Fund), which was announced by the Finance Minister in 2015 Budget Speech, and is probable to be set up this year.

#### **Fund Releasing**

Every prospective Smart City should be given Rs. Two crores as an advance for preparation of project and it should be reapportioned in the fund allocated to the city. In the very first year, the Union Government has planned to provide Rs.200 crore to each of the selected smart cities to reap a higher initial quantity. Rs. two crore advance of the MoUD should be deducted and after which each certain Smart City should be given Rs. 194 crore out of Rs. 200 crore in the first year and remaining Rs. 98 crore out of Rs. 100 crore every year in the next three years. The yearly payment of funds should be released to SPVs after they meet the following conditions:

- Due compliance of the City Score Card every quarter to the ministry
- reasonable visible and pecuniary progress as revealed in the Utilization Certificate and the annual City Score Card
- Accomplishment of milestones given in the tracker contained in SCP, and
- An SPV prepared in agreement with the guidelines as mentioned in the Articles of Association. A Resolution passed by the board of directors, and the stakeholders are certifying that all the prerequisites have met. It should also come with a certificate that all the conditions relating to, functions, operations, structure, and the establishment of the SPV as per the norms and conditions mentioned by the ministry.

### **9. Conclusion**

The study highlights that the implementation of the Metro rail should bring an enlightened increase in the diminution in daily vehicle demand due to people changing to the Metro rail for commuting. In Delhi, the Metro railway has helped prevented creation of over 2,275 tonnes of poisonous gases and also saves 33,000 tonnes of fuel and, as reported by the Central Road

Research Institute (CRRI). Also, it has helped the passengers in the city to save 66 minutes every day on an average and brings down the daily vehicle demand the same socio-economic environmental benefits will be reaped by the city of Coimbatore. As the urban agglomeration of Coimbatore is shredded with an enormous tree cover the figures of Coimbatore will overtake the figures of the mega cities like Delhi, Bangalore and Chennai. The metro rail network will reduce the fissure between the urban agglomeration of Coimbatore and the suburban regions of Thondamuthur, Marudhamalai, Thadagam, Karamadai, Annur, Avinashi, Palladam, Chettipalayam, Kinathukadavu and Wallayar. Further this centrifugal mechanism happening from the core of the Coimbatore will accelerate the growth factor prevailing in the cities/towns of Mannarkkad, Mettupalayam, Sathyamangalam, Thirupur, Udumalaipet, Pollachi and Palakkad. The Coimbatore Metro's phase-I environmental and social benefits will help recover the full cost of this phase within 6 years. The metro network will also bring down the count of road accidents and will assure the decongestion of road traffic conditions as also the environment. The efforts of Coimbatore Municipal Corporation and the Greater Coimbatore Metropolitan Development Authority should be directed towards the construction of a region-wide metropolitan network which is the need of the hour.