

PART II



CHAPTER 26
DEVELOPMENT VISION

26.1. Introduction

The findings from the analysis have been instrumental in shaping the development vision for Adoor. Historically established as a market center—anchored by the Parakode market—Adoor continues to function as one of the region’s major trading hubs. With trade and commerce playing a central role in the town's economy, Adoor is well-positioned to evolve as a vibrant market town. According to the District Urbanization Report for Pathanamthitta (2011), Adoor is identified as a second-order settlement, underscoring its administrative significance. The town also holds the status of both Taluk Headquarters and Revenue Divisional Headquarters. These factors reinforce the need to develop Adoor as a key administrative center and a prominent second-order settlement within the district.

“Adoor 2045 – The Connected and Inclusive Hub for Commerce and Transit”

26.2. Vision Statement

The vision statement for Adoor town includes several key components that reflect the town's aspirations and the strategic priorities for its future

“To transform Adoor into a connected and inclusive hub for commerce and transit by 2045 — strengthening its role as a regional trade and commerce hub, enhancing its administrative significance as a second-order settlement, ensuring integrated infrastructure development, promoting economic growth through agriculture and commerce, facilitating vehicular and goods movement through an intermediary transit resting hub, promoting nightlife to support a 24-hour economy, and safeguarding its rich environmental heritage for future generations.”

26.3. Goals and Objectives

Trade and commerce and agriculture have been identified as the notable economic activities of the town. Optimum utilization of resources and development of economy of the town is to be ensured. Even though Adoor is a taluk headquarters the town is lacking many infrastructure facilities and integrated development of infrastructure facilities has to be ensured. Environmental conservation is another urgent need of the town to protect it from natural disasters and environmentally sensitive areas like paddy fields, natural drains, sacred groves etc are to be protected / conserved. Thus the development goals set are summarized as follows.

26.3.1 Goals

GOAL 1: Strengthen Adoor’s Role as a Regional Commercial and Transit Hub

GOAL 2: Enhance Economic Growth through Agriculture, Commerce, and Small Industries

GOAL 3: Ensure Integrated and Inclusive Infrastructure Development

GOAL 4: Promote Sustainable Urban Development and Environmental Risk Resilience

GOAL 5: Improve Quality of Life through Livability and Urban Vibrancy

GOAL 6: Establish Adoor as a Model Second-Order Settlement in the Region

26.3.2 Objectives

The optimum utilization of potentials and resources can create new economic base for Adoor. This can ultimately improve the quality of life of the people. Development based on available potentials and resources is the action towards achieving the development goal. The development objectives for Adoor town are summarized below.

Goal 01 Strengthen Adoor's Role as a Regional Commercial and Transit Hub

In connection with the first goal the objectives set are

- Develop and promote Adoor as a regional center for trade, logistics, and public services.
- Create dedicated zones for administrative, institutional, and commercial functions.
- Upgrade and expand administrative infrastructure including municipal, revenue, and judicial offices.
- Establish an Intermediate Transit Resting Hub to support goods movement and workforce mobility.

Goal 02 Enhance Economic Growth through Agriculture, Commerce and Small Industries

In connection with the second goal, the objectives set are

- Promote agro-based industries and farmer-producer companies.
- Modernize local markets and integrate digital commerce platforms.
- Support MSMEs through industrial clusters, common facilities, and financing assistance.
- Develop logistics parks and godowns to aid agricultural trade and exports.

Goal 03 Ensure Integrated and Inclusive Infrastructure Development

In connection with the third goal, the objectives set are

- Expand and modernize physical infrastructure (roads, water supply, power, waste management).
- Strengthen digital and smart infrastructure to support e-governance and startups.
- Improve connectivity with surrounding growth centers and economic corridors.
- Develop accessible, inclusive public spaces and amenities.

04 **Promote Sustainable Urban development and Environmental resilience**

In connection with the fourth goal, the objectives set are

- Implement sustainable land use planning based on ecological sensitivity.
- Preserve green belts, wetlands, and open spaces; implement natural drainage systems.
- Promote renewable energy use and energy-efficient buildings.
- Integrate disaster risk reduction and climate adaptation in urban planning.

05 **Improve Quality of Life through Livability and Urban Vibrancy**

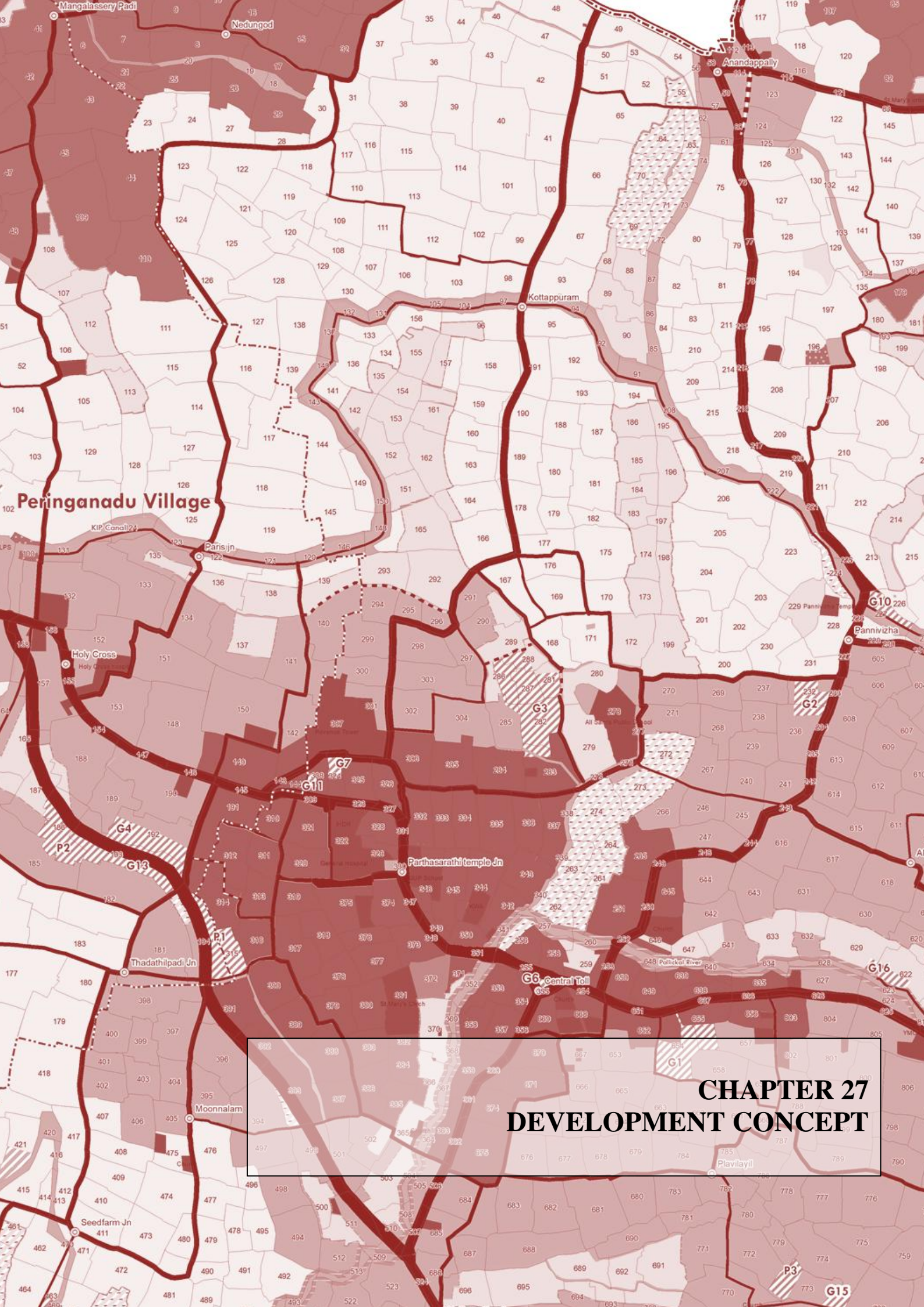
In connection with the fifth goal, the objectives set are

- Promote mixed-use development and walkable neighborhoods.
- Develop cultural corridors, nightlife districts, and entertainment zones.
- Enhance healthcare, education, and recreation facilities.
- Promote community-based initiatives and local heritage conservation.

06 **Establish Adoor as a Model Second-Order Settlement in the Region**

In connection with the sixth goal, the objectives set are

- Align development with State Spatial Strategy and local-level master planning.
- Foster inter- LSGI coordination
- Set benchmarks for participatory governance and smart urban management.
- Attract regional investment through branding and policy incentives.



CHAPTER 27 DEVELOPMENT CONCEPT

27.1 Formulation of Spatial Development Concept

The spatial structure is evolved by a range of interrelated factors, including the area's environmental and topographical features, proposed population distribution, connectivity plan and road network, and the hierarchy of proposed nodes. It also considers hazard, vulnerability, and risk assessments; the spatial distribution of existing development; environmentally sensitive areas; and designated activity zones such as residential, recreational, heritage, economic development, environmental conservation, mixed-use areas and public amenities. Together, these components guide the formulation of "Adoor 2045 – Inclusive Hub for Commerce and Transit".

27.1.1 Transit hub and connectivity

Adoor holds strategic connectivity through major road networks including M.C Road (SH.1), K.P Road (SH.5), and the Titanium Junction–Vandiperiyar Road (NH-183A), making it a key transit point in the region. However, the M.C Road and K.P Road corridors within the town center have limited carriageway widths, causing congestion. While the newly developed bypass road offers some relief, the absence of planning controls is leading to unregulated growth, which could undermine its long-term effectiveness. To address this, a ring road is proposed around Adoor to divert through-traffic away from the core area, thereby reducing congestion and enabling better traffic flow. The bypass corridor, still in its developmental phase, holds potential for structured urban growth. Here, uniform urban design elements such as coordinated signage, building elevation materials, and color schemes can establish a distinctive identity for the area.

In connection with this, transit hubs are proposed along major transport corridors to serve long-distance travelers. These hubs will be integrated with public transport networks and offer facilities such as paid parking, shaded rest areas, and refreshments, promoting modal interchange and user comfort. Within the town center, adequate paid parking facilities should be introduced in integration with other urban projects to eliminate roadside parking and create space for pedestrian paths and improved carriageways. The proposal also emphasizes the need to promote public transport by strengthening connectivity, last-mile access, and walkability to ensure that the town remains accessible, inclusive, and efficient. This approach not only improves transit and urban function but also reinforces Adoor's role as a sustainable and well-connected regional hub.

The proposed developments and the projected population distribution are critical factors in determining the road network of the area. The road network is shaped by projected traffic volumes derived from traffic and transportation studies, as well as recommendations from the District Urbanization Report. The conceptual layout of the town's road network is illustrated in Figure 27.1.

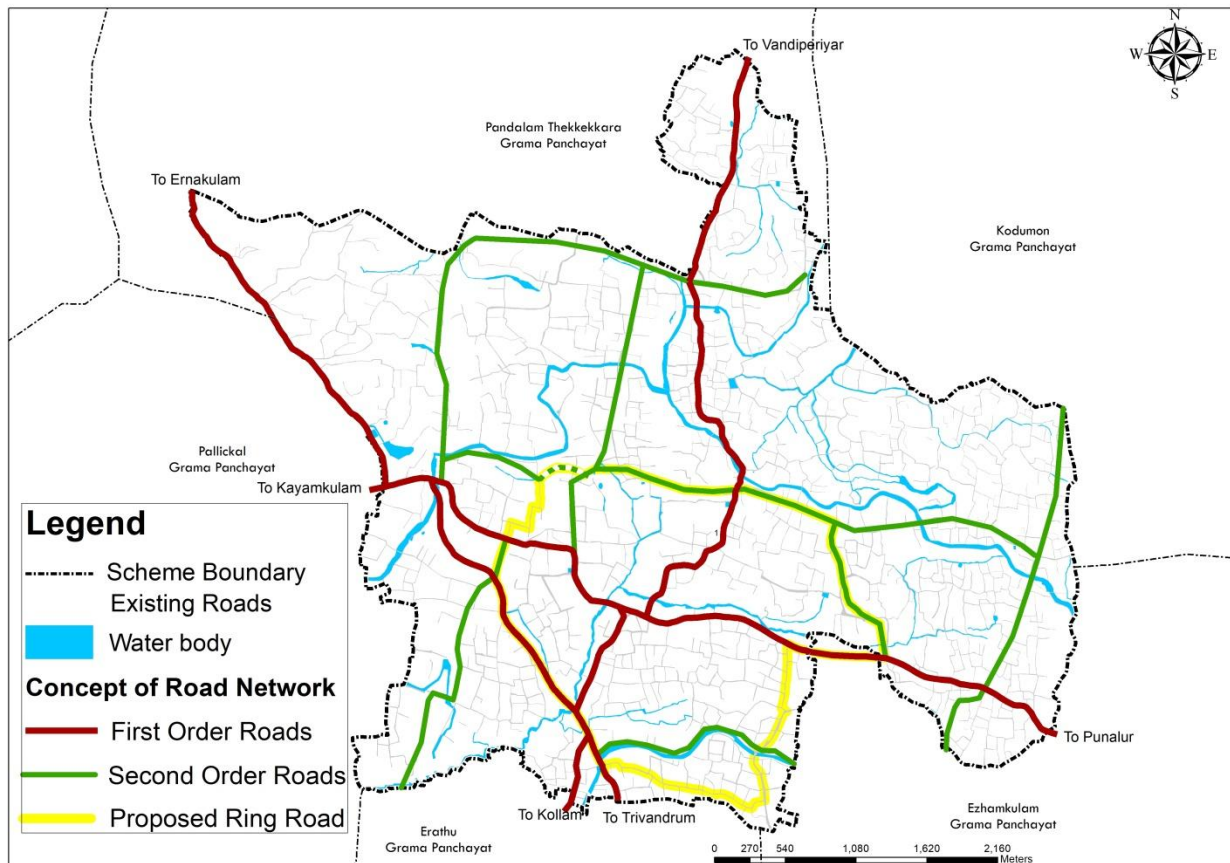


Figure 27.1 Concept of proposed road network

27.1.2 Activity Zones

In Adoor town, the agriculture activities and urban activities are spatially separated. The agriculture dominant areas are located in the peripheral areas of the town. The commercial dominant activities are concentrated along the two major travel corridors MC Road and KP road of the town. Even though the settlements are there in all part of the town, more concentration is there in the area around the central core of Commercial and Public activities.

27.1.3 Environment and Topography

The development potential of an area is significantly influenced by its geographical characteristics, particularly its topography. The slope of the land plays a critical role in determining the suitability of various land uses. The slope ranges from 0° to 23°, with approximately 13% of the town area being level and about 70% having a moderate slope between 2° and 6°. Wards such as Mithrapuram, E.V. Ward, M.G. Ward, Bhagath Singh Ward, and Pannivizha Ward exhibit relatively steeper slopes. These areas are less suitable for intense urban development and are more appropriate for non-urban uses such as agriculture and related activities.

27.1.4 Proposed Population Distribution

The spatial distribution of the projected population has been guided by the existing settlement pattern, availability of infrastructure, and potential for future development. Nearly one-third of the

town's population is projected to remain concentrated in the present wards itself. These wards are characterized by higher residential densities, better transportation connectivity, and proximity to key public institutions and services. The proposed distribution strategy shall reinforce this core while also promoting balanced growth by directing a portion of the future population toward identified growth corridors and underutilized peripheral areas, in alignment with the development vision and infrastructure capacity.

27.1.5 Proposed Hierarchy of Nodes

An assessment of the existing hierarchy of urban nodes identifies Central Toll Junction, Municipal Bus Stand Area, Parakode, and the KSRTC Bus Stand Area as the locations with the highest functional significance. Among these, Parakode is designated as a Second order Node while the remaining three are proposed as First-Order Nodes, forming the primary urban activity centers of the town due to their strategic location and development potential. To support balanced urban growth, additional areas including High School Junction, Kottamugul, Ananthapally, and Pannivizha are proposed as Second-Order Nodes, serving as local-level service and commercial hubs. Further, recognizing the strategic opportunity presented by the MC Road Bypass, a new urban hub is proposed in its vicinity to decentralize development pressure from the core and enhance regional connectivity. The proposed hierarchy and distribution of urban nodes are illustrated in Figure 27.2.

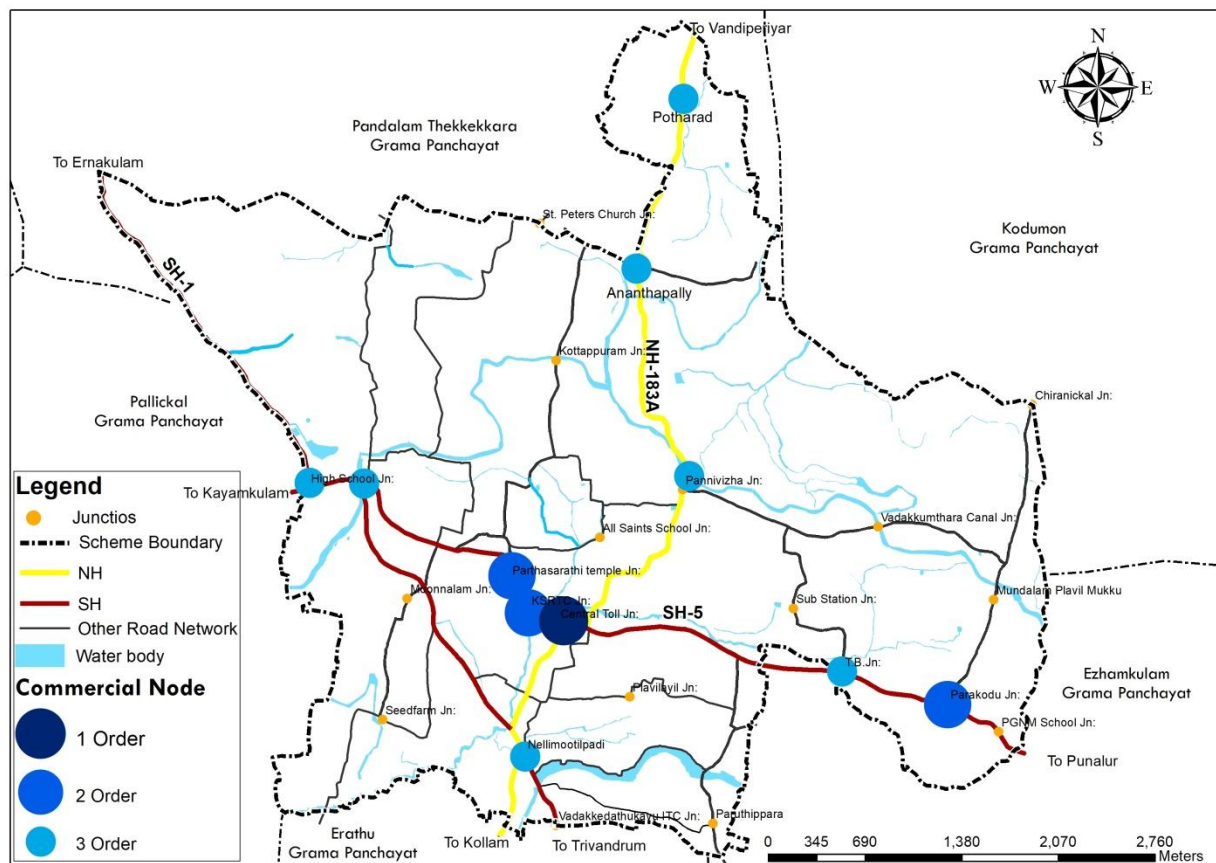


Figure 27.2 Proposed hierarchy of nodes

27.1.6 Environmentally Sensitive Area

Adoor town contains several environmentally sensitive areas, including paddy fields, natural drains, and sacred groves, spread across most wards (Figure 27.3). These areas play a vital role in flood mitigation, biodiversity preservation, and ecological balance. These zones will be protected through zoning regulations, buffer zones, and integration into green corridors, ensuring that urban expansion does not compromise environmental sustainability.

27.1.7 Hazard, Vulnerability and Risk

Adoor played a significant role as a rehabilitation center during the 2018 floods, demonstrating its capacity to support surrounding regions in times of crisis. Building on this experience, Adoor holds strong potential to function as a regional rehabilitation hub through the strengthening of institutional frameworks and infrastructure. As part of hazard risk assessment, Urban flood and lightning-prone areas within the municipality have been identified and are illustrated in Figures 27.3. Addressing lightning risk requires both institutional preparedness and the incorporation of building regulation to vulnerable zones. To mitigate Urban flood risks, a drainage management plan has been proposed, ensuring improved stormwater flow and reduced waterlogging. Hazard-prone zones serve as a vital basis for guiding development regulations, promoting risk-sensitive land use, and informing effective disaster mitigation strategies.

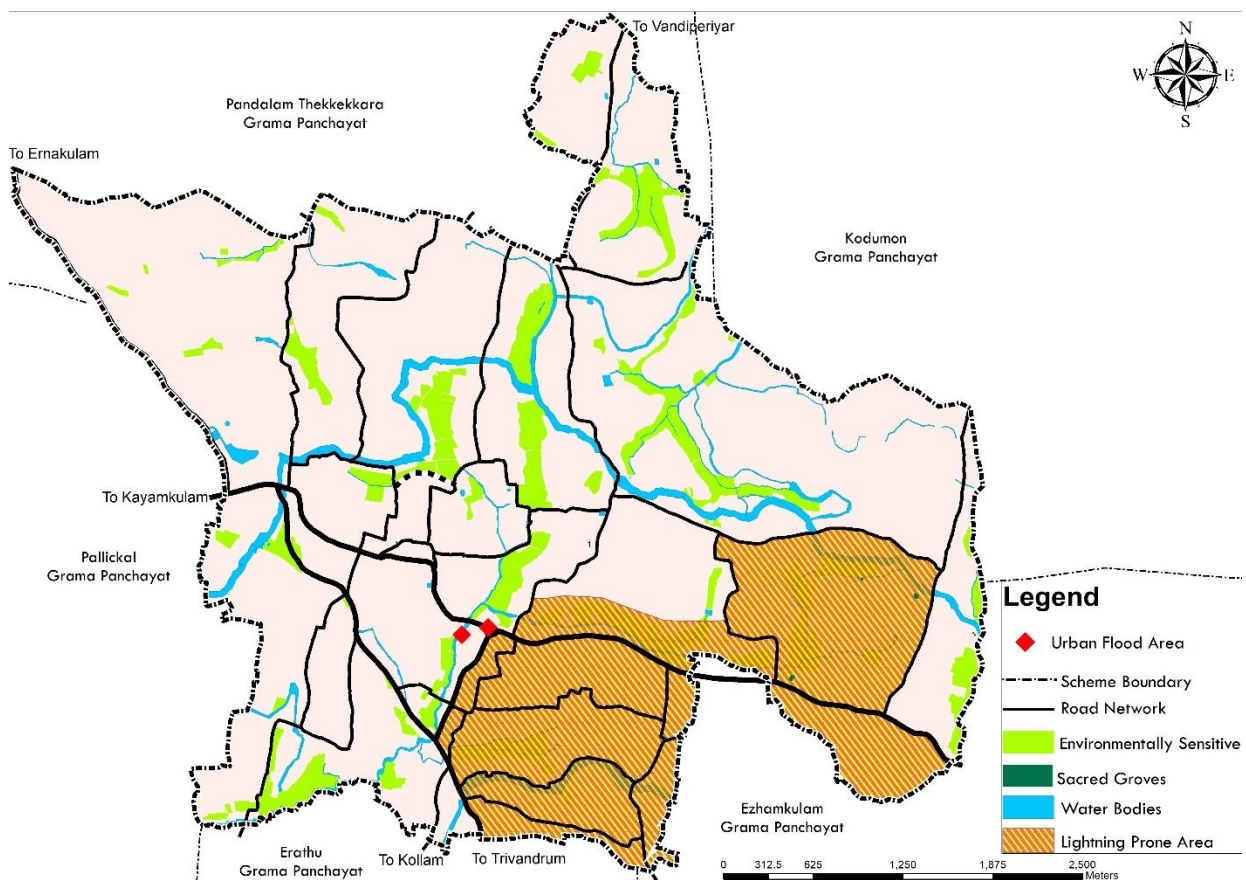


Figure 27.3 Environmentally Sensitive areas, Sacred Groves, Urban Flood areas and Lightning prone areas

27.1.8 Suggested Spatial Structure

The spatial structure of Adoor town has been evolved by integrating multiple parameters such as natural terrain, environmental sensitivity, existing land use, population distribution, transportation infrastructure, and hazard vulnerability. These factors collectively guide the future development pattern in a balanced, inclusive, and resilient manner. The Methodology for proposed spatial structure is illustrated in Figure 27.4

As part of improving regional connectivity and supporting long-distance travel, transit hubs are proposed along major transport corridors. These hubs will be integrated with public transport networks and offer essential amenities such as paid parking, shaded rest areas, and refreshments, encouraging modal interchange and enhancing commuter comfort. Within the town center, the introduction of adequate paid parking facilities in coordination with other urban improvement projects is essential to eliminate roadside parking. This will help reclaim street space for pedestrian pathways, enhance carriageway width, and contribute to better traffic flow. The plan also emphasizes the promotion of public transport by strengthening connectivity, last-mile access, and walkability, ensuring that Adoor remains accessible, inclusive, and efficient. This integrated approach not only improves mobility but also reinforces Adoor's role as a sustainable and well-connected regional hub.

Mithrapuram, E.V. Ward, M.G. Ward, Bhagath Singh Ward, and Pannivizha Ward have significant areas of steep terrain, making them more suitable for agriculture-dominant activities rather than high-density urban development. In addition, agricultural practices are currently concentrated in Mithrapuram, Puthiyakavinchira, E.V. Ward, Potharad, M.G. Ward, Bhagath Singh Ward, Priyadarsini, and Moonnalamb Wards. These areas are proposed to be retained and supported as agricultural zones, safeguarding local livelihoods and regional food security. Also, Agriculture tourism activities can be proposed in these agro-active areas.

Adoor Municipality also includes a range of environmentally sensitive areas, primarily comprising paddy fields, natural drainage channels, and wetlands which are found across most wards. These areas are to be protected from conversion and retained in their natural form to preserve ecological integrity. Furthermore, flood-prone and lightning-prone zones—identified in Figure 27.3—have been incorporated into the spatial structuring to ensure risk-sensitive development. Hazard-prone zones will guide development restrictions and support the implementation of disaster mitigation strategies, including improved drainage planning and building regulations for lightning-prone areas.

Commercial and public activities are primarily concentrated along M.C. Road (SH 1) and K.P. Road (SH 5), particularly within Karuvatta, Town, Adoor Central, Civil Station, Jawahar, T.B, Parakkode, Anantharamapuram, and Parakkode East Wards. These areas function as higher-order commercial nodes due to the presence of markets, public and private offices, and transport

terminals. They are expected to continue serving as focal points of commerce and institutional activity.

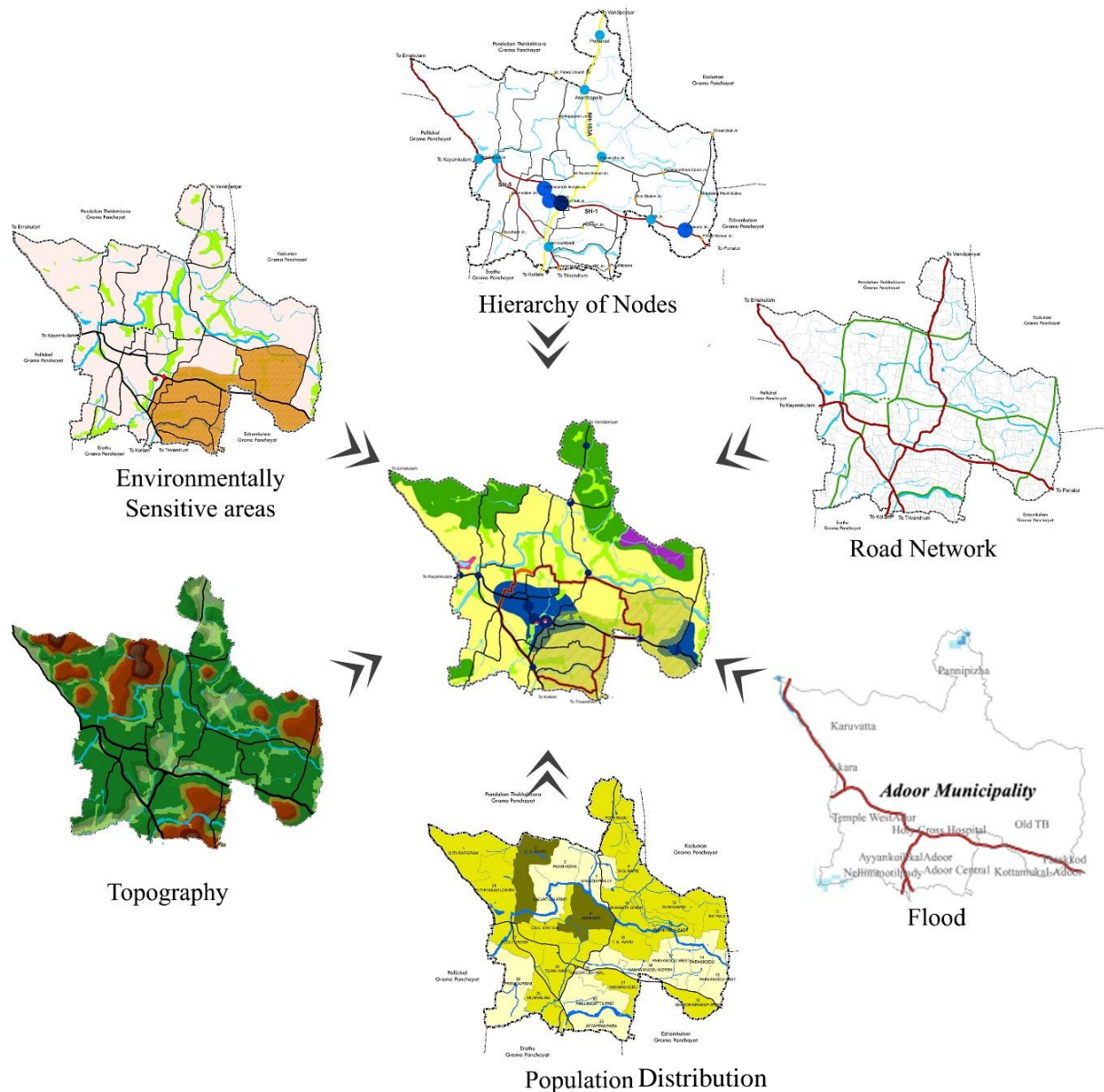


Figure 27.4 Methodology- Proposed Spatial Structure

To decongest the town center, the spatial structure includes proposals for upgrading selected roads to higher-order classifications and introducing new link roads. The M.C. Road Bypass has opened up extensive vacant and underutilized land, which is emerging as a new activity hub recently. Meanwhile, areas with high population concentration will be retained as residential zones, with improvements in infrastructure and services to support healthy urban living. Overall, the proposed spatial structure integrates environmental conservation, economic development, hazard mitigation, and mobility planning, offering a robust framework to guide the sustainable growth of Adoor. The final spatial arrangement is illustrated in Figure 27.5.

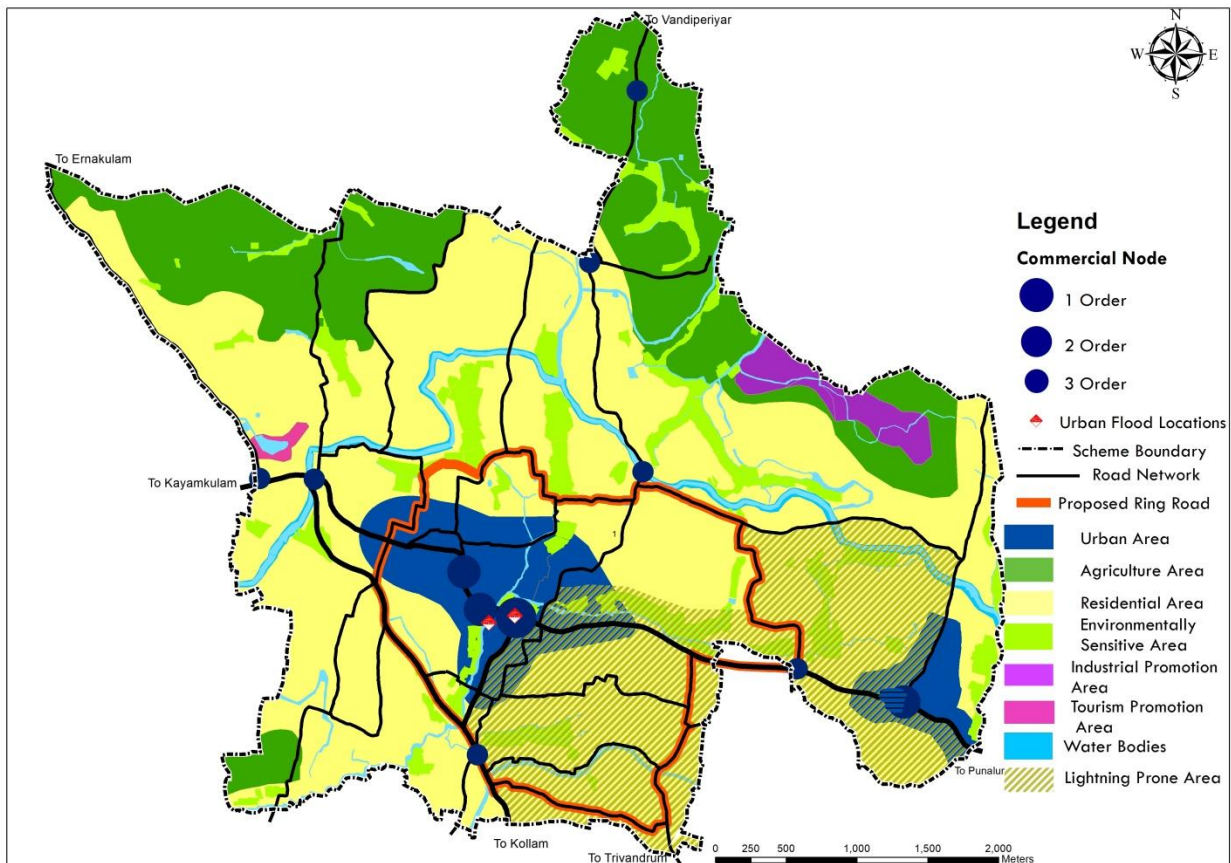


Figure 27.5 Proposed Spatial Structure

27.2 Development Concept for the Town

The development concept for Adoor town has been developed by integrating the proposed spatial structure with critical socio-economic and environmental factors that influence the town's urban growth. Additionally, ancillary sectors such as the Small-Scale Industrial (SSI) sector have also been considered due to their role in supporting employment and local economic development. The interrelationship among these sectors, and their impact on the urban structure, forms the foundation for the development concept. The development strategy for Adoor follows a multi-nodal spatial structure, promoting a balanced and equitable distribution of services and infrastructure. The following are the major components of the development concept:

27.2.1 Strengthening Trading Networks, Market Linkages and Transit resting hubs

The town's economy is significantly shaped by its role as a trading center for surrounding rural and semi-urban areas. In this context, the development concept proposes the strengthening of the trading network by establishing strategic linkages between existing market areas and peripheral settlements. This involves infrastructure improvements aimed at enhancing the efficient movement, storage, and distribution of goods, as well as the integration of local supply chains to support resource-based trade and entrepreneurship.

To further reinforce commercial activity shopping destinations, vending zones, market renovation, etc. are proposed along key transport corridors, particularly along the bypass. These destinations will be supported by designated commercial pockets and walkable shopping streets, enhancing accessibility and visibility to both local residents and through-traffic. The spatial arrangement of these nodes is intended to facilitate the aggregation and showcasing of diverse commodities available within the municipal area, while promoting the creation of commercially vibrant public spaces.

In addition, the development concept integrates the provision of transit hubs at key junctions along major transport corridors. These hubs are designed to serve long-distance travelers and transport operators, offering facilities such as shaded rest areas, paid parking, refreshment kiosks, and basic amenities. By integrating these hubs with nearby commercial zones and public transport networks, they also function as points of modal interchange, encouraging economic activity and creating additional footfall for nearby market areas.

27.2.2 Expansion of Central core

To accommodate the increasing demand for urban services and facilitate administrative and economic functions, the existing Central core is proposed to be expanded. This commercial zone is expected to support the functioning of the core area while enabling spatial and functional continuity.

27.2.3 Mixed Land Use and Higher Residential Densities

To ensure sustainable urban growth, the promotion of mixed land use and higher residential densities are promoted in strategically identified areas. Mixed-use zones will enable the co-location of compatible uses such as residential, commercial, and institutional functions, thereby reducing the need for travel, promoting compact growth, and enabling cost-effective service delivery. In low-density residential areas, provisions are made for the inclusion of small-scale industrial units that are environmentally compatible, contributing to decentralized employment opportunities while preserving the character of residential neighborhoods.

27.2.4 Decentralized Commercial Sub-Centers

To address congestion in the core town area and ensure equitable service distribution, decentralized commercial sub-centers are proposed in residential clusters with high population concentration as shown in Figure 27.6 and Figure 27.7. These sub-centers are envisaged to accommodate community-level services, local retail outlets, and weekly markets, thereby reducing pressure on the congested town center. A new vending zone and food street is proposed along the MC Road Bypass to serve as a regional destination for specialized goods and services, enhancing access for users travelling through the bypass.

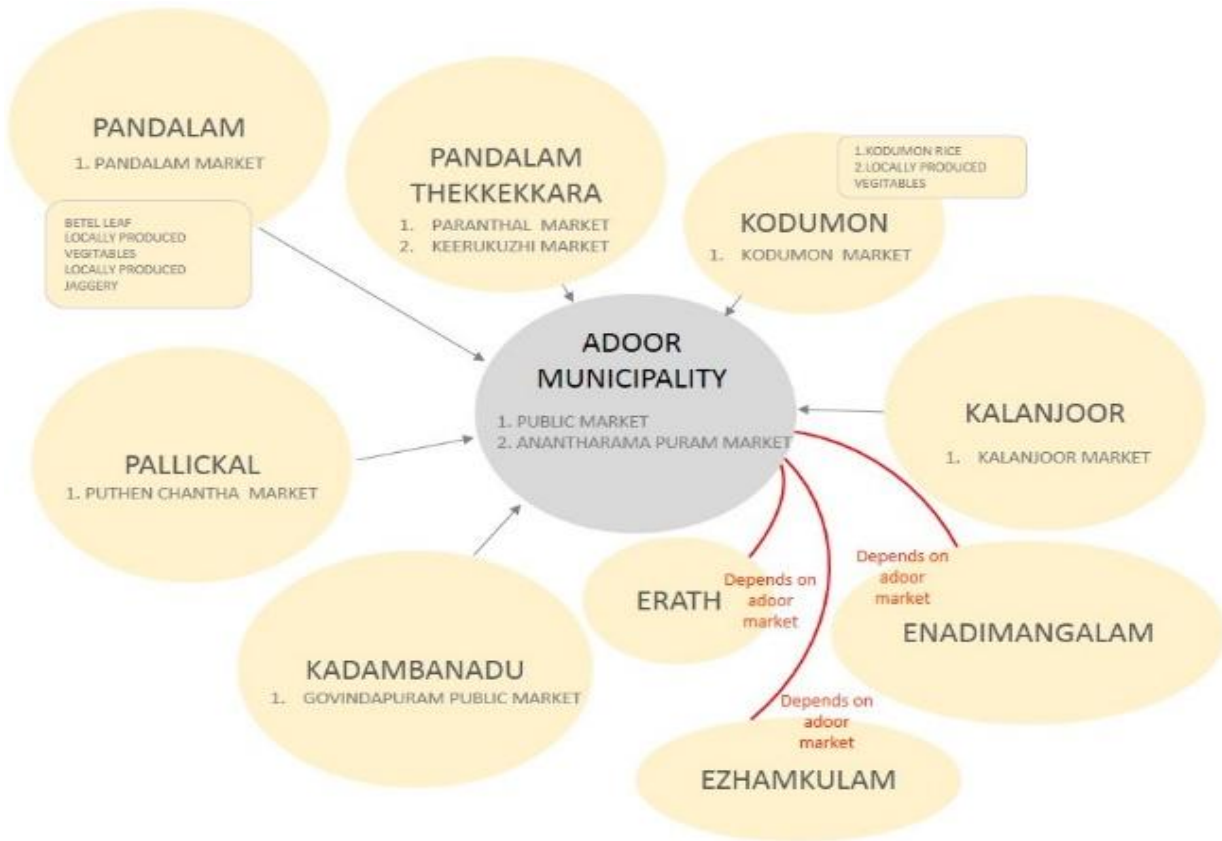


Figure 27.6 Commercial Sub-Centers

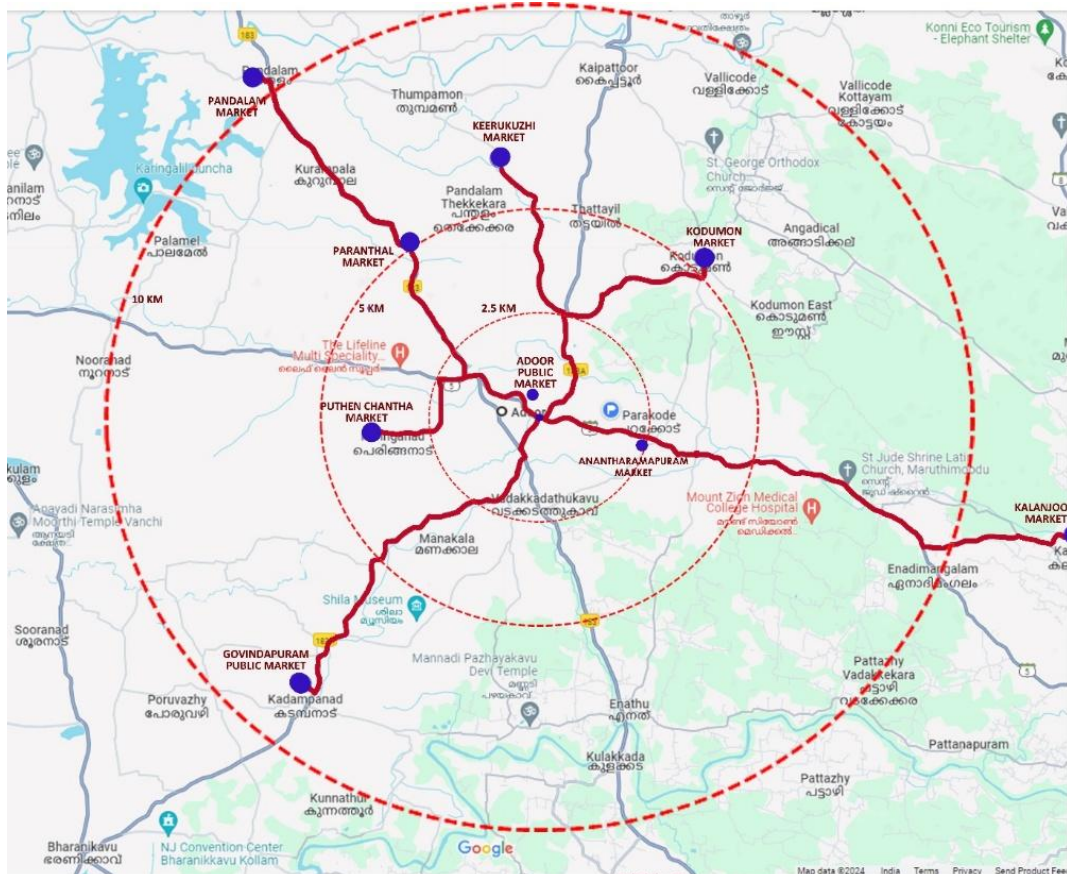


Figure 27.7 Market locations

In addition, the Parakode area is identified as a commercial node and is proposed for expansion, based on its existing commercial significance and development potential. Other areas including High School Junction, Anandapally, Kottamugal, and Pannivizha are designated as second-order nodes to address the localized needs of the surrounding population. The Markets in Adoor town act as a trade centre connecting the regional local markets. The local made agriculture produces from regional markets can be collected at large scale for value addition and exporting.

27.2.5 Promotion of Startups and Small-Scale Industries

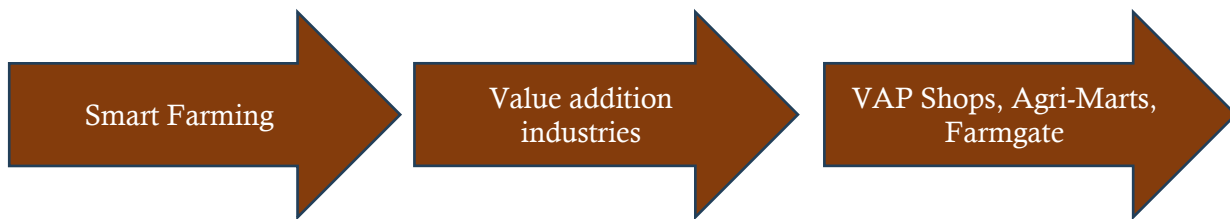
For the establishment of innovation-driven enterprises, large land parcels, which are available for future growth have been earmarked for Industrial promotion, IT-based establishments, startup incubators, Value-Added Product Shops and small-scale apparel parks. The promotion of such enterprises will diversify the town's economic base and create opportunities for youth employment and technology-driven development. Supporting infrastructure such as shared workspaces, digital connectivity, and logistics facilities need to be provided to foster a conducive environment for entrepreneurship and small business growth.

27.2.6 Tourism and Leisure Development

Tourism has been identified as a potential growth sector for Adoor. The development concept proposes the establishment of regional tourism centers at T.B. Hill and Puthiyakavilchira along with an aquatic center at Pambettukulam to promote water-based recreation and leisure. In addition, initiatives such as farm tourism, agrarian parks, and agro-sports are envisaged to integrate agriculture with tourism, while canal-based tourism and the beautification of the Pallickal River will enhance eco-recreational experiences and strengthen landscape value. A cultural centre is also proposed as a hub for performing arts, crafts, and heritage activities. Collectively, these interventions aim to diversify tourism, generate livelihood opportunities, and establish Adoor as a sustainable cultural and eco-tourism destination. A pilgrim tourism circuit can also be proposed with Adoor as the major transit hub.

27.2.7 Promotion of Urban and Peri-Urban Agriculture

Agriculture remains an important land use in Adoor, especially in the north-western and north-eastern parts of the Town. The development concept emphasizes the protection and enhancement of these agricultural areas, recognizing their role in local food production, ecological balance, and flood resilience. Integrated urban agriculture strategies are proposed, including homestead cultivation, community farming, and promotion of peri-urban agricultural belts. These initiatives will increase resilience, reduce the ecological footprint of the town, and promote food security.



27.2.8 Provision of Recreational and Open Spaces

Priority is accorded to the systematic provision of open spaces and local recreational facilities, encompassing Neighbourhood Parks, Happiness Park, Butterfly Park, Community Parks, and related amenities, to enhance the quality of urban life. The concept includes a range of community-level amenities such as parks, playgrounds, outdoor gyms, walking and jogging paths, and spaces for urban farming and leisure activities. These recreational spaces are planned to be equitably distributed across the town to improve the overall quality of life, promote health and well-being, and provide inclusive spaces for all age groups.

27.2.9 Conservation of Environmentally Sensitive Areas and Heritage Precincts

Conservation of environmentally sensitive areas and heritage precincts is an integral part of the development concept. Efforts will be directed towards preserving existing water bodies, wetlands, green patches, and heritage buildings that define the environmental and cultural character of Adoor. Specific conservation zones are delineated, and appropriate development control regulations are introduced to ensure their protection and integration into the urban landscape.

27.2.10 Disaster Risk Reduction and Resilience Building

Comprehensive disaster risk reduction strategies will focus on the identification of hazard-prone zones, preparation of risk assessment maps, and integration of structural and non-structural mitigation measures with planning and design processes. Infrastructure interventions such as multipurpose evacuation shelters, early warning systems, and robust emergency response mechanisms shall be established to strengthen preparedness and enhance resilience. In addition, spatial and nature-based solutions, including urban green spaces, wetlands and sponge parks, detention and retention basins, ponds, butterfly parks, waterbody widening, and green strips will be incorporated to mitigate risks and provide ecological co-benefits.

27.2.11 Development Concept

The concept aspires to create a balanced and resilient urban form, where distinct functional areas are integrated seamlessly to support sustainable growth. The central region is identified as the primary commercial hub, while the peripheral areas are preserved for agricultural activities, ensuring the protection of productive land and ecological balance. Mixed-use zones are prioritized to enhance urban efficiency and livability, while designated areas for industrial development, tourism

promotion, and value addition centers are integrated to strengthen the economic base, support local enterprises, and enhance regional competitiveness. The Development Concept is shown in Figure 27.8.

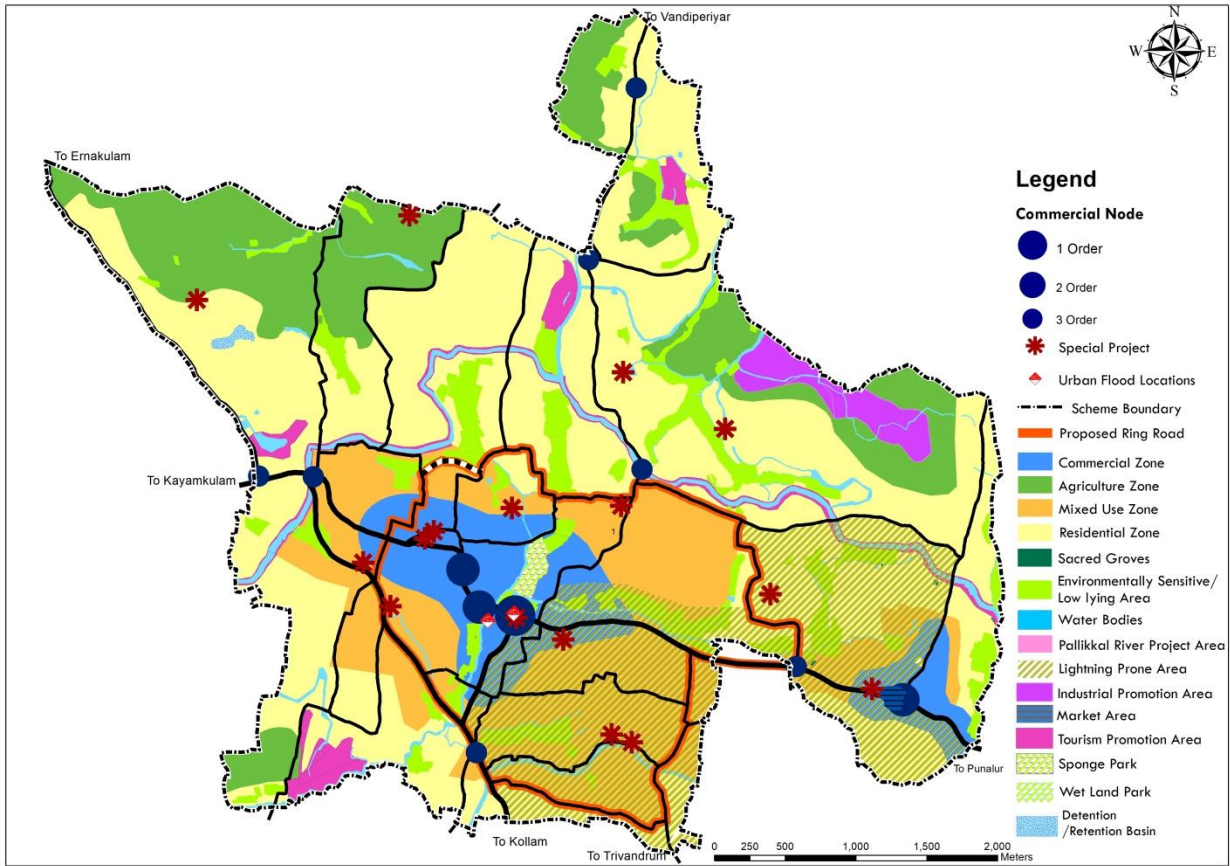


Figure 27.8 Development Concept for Adoor Town



CHAPTER 28 GENERAL POLICIES AND STRATEGIES

28.1 Introduction

This chapter outlines the general and sectoral development policies and strategies formulated based on the findings and conclusions of the sectoral studies presented in Part I of the Master Plan. The strategies aim to guide the implementation of the development concept over a 20-year horizon. The policies focus on promoting balanced urban growth, environmental sustainability, economic development, and improved quality of life for residents and the regional population served by Adoor town.

28.2 General Development Policy

The general development policies guiding the future growth of Adoor are summarized as follows:

- Promote Adoor as a Regional Market Centre: Recognize trade and commerce as key economic drivers by strengthening its role as a central market hub, especially for locally produced agricultural goods and value-added products.
- Strengthen the Agricultural Base: Encourage intensive cultivation and integrated agriculture-animal husbandry practices with a focus on self-sufficiency in vegetables, milk, eggs, and meat. Promote smart farming techniques including precision agriculture and use of digital technology.
- Encourage the establishment of small-scale and cottage industries that leverage locally available resources—particularly agro-based products—to produce value-added goods and enhance employment opportunities. In parallel, promote the development of information technology (IT) establishments, startup incubators, apparel manufacturing units, and other Small Scale Industrial (SSI) ventures to diversify the town's economic base and attract young entrepreneurs.
- Promote Transit-Oriented Development: Establish Transit Resting Hubs at key nodes and corridors to cater to long-distance travelers, pilgrims, and tourists. These hubs shall be integrated with the transport network and equipped with rest areas, paid parking, and basic amenities.
- Position Adoor as an Administrative and Secondary Urban Centre: Provide necessary infrastructure and institutional facilities to support Adoor's role as a second-order town in the district urban hierarchy.
- Enhance Quality of Life and Infrastructure: Provide quality healthcare, education, housing, potable water, power, civic amenities, and effective transportation systems for residents.
- Ensure Environmental Sustainability: Preserve environmentally sensitive zones, water bodies, wetlands, and paddy fields. Promote sustainable development aligned with climate resilience and disaster risk mitigation.

28.3 Sectoral Development Policies And Strategies

The sector-wise policies and strategies for the key sectors identified in the development of Adoor town are outlined below.

28.3.1 Trade and Commerce

Policy:

Promote Adoor as a regional trade and commercial centre by strengthening market infrastructure and supporting retail and informal sectors, with special emphasis on locally produced and value-added products.

Strategies:

- Restructure Parakkode and Sreemoolam markets to meet modern standards.
- Decentralize commercial areas with adequate infrastructure like multi-level parking, drainage, and waste disposal.
- Provide organized spaces for the informal sector with required amenities.
- Develop special market zones for value-added products and agricultural goods.
- Encourage public-private partnerships in establishing new commercial complexes, special markets and commercial destinations.

28.3.2 Industry

Policy:

Establish industrial units focused on the value addition of locally available resources, particularly agro-based and traditional products. Encourage the diversification of industrial activities by promoting Information Technology (IT) establishments, apparel manufacturing units, startup hubs, and other emerging sectors to create a balanced and resilient economic base for the town

Strategies:

- Promote processing units for rubber, jackfruit, and other agro-products.
- Support establishment of IT and startup ecosystems.
- Encourage environmentally sustainable production units for building materials by utilizing locally available granite without causing ecological harm.
- Promote subsidiary units for industries operating within the KINFRA Industrial Park, encourage the establishment of small-scale IT and startup ventures, and ensure the provision of essential infrastructure such as roads and telecommunication facilities to support industrial growth.
- Provide marketing infrastructure for value-added goods.
- Support industries for marginalized groups and social collectives like Kudumbashree.

- Develop the Chiranickal Industrial Promotion Zone with comprehensive facilities, including renewable energy, water supply, and appropriate land regulations, to promote industrial activity while regulating other land uses and maintaining buffer zones.

28.3.3 Heritage and Tourism

Policy:

Develop Adoor as a transit tourism hub and preserve its cultural and architectural heritage.

Strategies:

- Create a regional tourist circuit with Adoor as a key transit point.
- Enhance amenities for tourists and Sabarimala pilgrims.
- Conserve heritage structures and sacred precincts.
- Develop promotional materials and digital tourism information points.

28.3.4 Agriculture

Policy:

Strengthen agricultural activities through promotion of sustainable practices and smart farming technologies.

Strategies:

- Encourage urban and homestead cultivation.
- Utilize KIP irrigation for intensive cropping.
- Promote organic farming and use of bio-fertilizers.
- Develop smart farming initiatives using IoT, sensors, and mobile apps.
- Ensure market linkage for agricultural produce and value-added goods.
- Protect ponds, rivers and small drains for irrigation and flood mitigation.
- Maintain and protect existing paddy fields by promoting paddy cultivation with improved techniques to increase yield, while preserving them as natural flood mitigation and groundwater recharge areas.

28.3.5 Animal Husbandry

Policy:

Promote integrated livestock farming to achieve self-sufficiency in milk, meat and egg production, in coordination with agricultural activities

Strategies:

- Establish scientifically managed dairy, poultry, and goat farms.
- Provide veterinary clinics, slaughterhouses, and implement animal welfare programs.
- Strengthen the integration of animal husbandry with agricultural practices.

28.3.6 Housing

Policy:

Ensure inclusive and affordable housing for all economic classes, including slum improvement.

Strategies:

- Designate sufficient residential zones in land use plan.
- Upgrade housing conditions in colonies under various development programs.
- Provide basic infrastructure in residential areas, including quality roads, street lighting, recreational facilities, and drainage systems
- Promote high-density residential developments to ensure efficient service delivery and reduce urban sprawl.

28.3.7 Water Supply

Policy:

Provide a continuous supply of safe drinking water meeting prescribed quality standards to all households, commercial establishments, and industries, with enhanced coverage of the protected water supply system.

Strategies:

- Extend pipeline networks and replace damaged fittings.
- Provide water distribution systems in elevated areas.
- Promote rainwater harvesting and groundwater recharge.
- Conserve ponds and wetlands for water source sustainability.

28.3.8 Transportation

Policy:

Develop an integrated and efficient transport system that meets the town's traffic needs, connects key activity nodes, supports modal shift, and incorporates proposals from the district road network, while promoting transit-oriented development and sustainable mobility

Strategies:

- Establish a well-defined hierarchical road network and create new road links to divert and decongest traffic in the central area.
- Develop terminal facilities and transit resting hubs integrated with major transport nodes.
- Provide adequate parking facilities, including multi-level car parking (MLCP) systems, particularly integrated with new developments in the town centre.
- Create safe, well-designed pedestrian infrastructure and enhance last-mile connectivity.

28.3.9 Energy

Policy:

Ensure uninterrupted, high-quality power supply for all consumers, promote the adoption of renewable energy, and maintain an efficient and sustainable public lighting system.

Strategies:

- Upgrade and modernize power distribution infrastructure to ensure reliability and quality
- Provide energy-efficient street lighting throughout the town.
- Promote renewable energy solutions such as rooftop solar and energy-efficient technologies.
- Implement lightning protection measures, including installation of lightning arresters in buildings located in high-risk zones

28.3.10 Waste Management and Drainage

Policy:

Achieve sustainable, decentralized waste management and ensure effective drainage systems to maintain a clean, hygienic environment and prevent flooding.

Strategies:

- Strengthen waste collection systems with additional workforce, vehicles, and equipment, and extend coverage to all areas with active community participation.
- Expand and improve waste processing facilities, including the dumping yard, and establish more Thumboormoozhi model plants across the town.
- Promote composting and bio-fertilizer production units to reduce landfill dependency.
- Provide additional public comfort stations at strategic locations.
- Maintain and upgrade roadside and natural drains to ensure unobstructed stormwater flow and prevent flash flooding.

28.3.11 Education

Policy:

Enhance educational infrastructure and promote diversification in courses to transform Adoor into an academic hub.

Strategies:

- Upgrade infrastructure in government and aided educational institutions.
- Modernize institutions with smart classrooms, language laboratories, and advanced learning facilities.
- Utilize available land and resources for establishing new institutions and specialized courses.
- Promote higher education institutions offering diversified and industry-relevant programs.

- Develop support facilities including hostels, libraries, sports complexes, and career development programmes.

28.3.12 Health

Policy:

Provide universal access to high-quality, inclusive healthcare by integrating modern and traditional medical systems, with a strong emphasis on preventive care to enhance the overall health status of the Town and its surrounding areas

Strategies:

- Upgrade Adoor General Hospital to super-specialty level with advanced equipment and comprehensive departmental facilities.
- Strengthen and expand infrastructure for Ayurveda and Homoeopathy alongside Allopathy.
- Establish specialised facilities for geriatric care, support for differently-abled children, counselling, and de-addiction services.
- Implement continuous preventive healthcare and community health awareness programmes.

28.3.13 Civic Amenities and Recreation

Policy:

Ensure the provision of high-quality civic amenities and recreational infrastructure to create a livable, inclusive, and vibrant urban environment

Strategies:

- Beautify the Pallickal River and its surroundings as a public attraction and ecological asset.
- Develop and maintain parks, open spaces, and recreational areas at accessible locations.
- Construct the town stadium and upgrade sports facilities.
- Modernize and expand library facilities with digital and user-friendly features.
- Construct and upgrade crematoriums in compliance with environmental standards.
- Upgrade civic amenities by relocating them to strategic locations on own lands and modernizing existing facilities.

28.3.14 Environment

Policy:

Promote eco-sensitive planning and environmental conservation.

Strategies:

- Conserve wetlands, water bodies, sacred groves and heritage landscapes.
- Implement effective solid waste management and pollution control measures.

- Develop green infrastructure and promote urban forestry.
- Enhance town aesthetics through planned streetscapes, organized open spaces, and other urban design interventions

28.3.15 Special concern Area

Policy:

Promote inclusive, safe, healthy, and accessible urban development in Adoor by addressing the specific needs of older adults, marginalised communities, women, and children, thereby ensuring their full participation in the social, economic, and cultural life of the town.

Strategies:

- Promote mixed-use zoning to ensure essential services, shops, recreational areas, healthcare facilities, and wellness centres are within walking distance or accessible by public transport.
- Provide barrier-free pedestrian infrastructure, including wide, well-maintained sidewalks, ramps, unobstructed pathways, shaded walking routes, and accessible public restrooms.
- Develop age-friendly and child-friendly public spaces with shaded seating, safe play areas, cultural and sports facilities, sensory gardens, and intergenerational community centres.
- Enhance safety in public spaces and transport through adequate lighting, surveillance, gender-sensitive infrastructure, secure public toilets, and clear wayfinding.
- Implement affordable and in-situ housing programmes for BPL and marginalised families, coupled with climate-resilient design in residential and public areas.
- Facilitate livelihood enhancement through skill development, vocational training, job linkages, and promotion of women-led enterprises and self-help groups, supported by market access, credit facilities, and digital literacy.
- Ensure equitable access to basic services such as clean water, sanitation, electricity, healthcare, and education in under-served areas, alongside targeted social protection schemes for vulnerable households.
- Strengthen educational support systems through improved school and early childhood infrastructure, scholarships, mentorship, after-school programmes, and digital learning resources.
- Provide comprehensive healthcare services, including paediatric and reproductive care, mental health support, nutrition programmes, and home-based health services for older adults.
- Promote awareness and community engagement on issues of safety, rights, entitlements, anti-discrimination, child protection, and violence prevention through schools, community workshops, and partnerships with civil society.

- Ensure active participation of priority groups—including women, children, older adults, and marginalised communities—in governance, planning, and civic decision-making processes.

28.3.16 Development Administration and Municipal Finance

Policy:

Ensure effective, transparent, and participatory urban governance by adopting sound municipal finance and institutional practices that strengthen service delivery, optimise resource management, and support sustainable and resilient town development.

Strategies:

- Promote active citizen participation in decision-making to ensure policies and projects reflect community needs and priorities.
- Enforce ethical governance standards to maintain transparency, accountability, and public trust in municipal administration
- Enhance the institutional capacity of local governments for efficient service delivery and effective management of urban challenges.
- Conduct periodic evaluations of policies and programmes, enabling evidence-based adjustments based on performance data and community feedback.
- Implement land value capture and other innovative financing mechanisms to fund infrastructure by reinvesting gains from increased property values.
- Prepare long-term financial plans and multi-year budgets aligned with strategic development goals.
- Foster public-private partnerships to mobilise funding and technical expertise for urban development projects.
- Adopt digital governance platforms for streamlined service delivery, online payments, and interactive citizen engagement
- Prioritise green infrastructure such as parks, green roofs, and permeable pavements to enhance resilience and improve urban quality.
- Improve energy efficiency in municipal buildings through targeted retrofits and sustainable design measures

28.3.17 Disaster Management and Climate Resilience

Policy:

Enhance disaster preparedness and climate resilience through integrated planning, conservation of natural systems, and development of adaptive infrastructure.

Strategies:

- Maintain natural drainage networks in accordance with the Room for the River concept.

- Conserve paddy fields and wetlands as natural retention areas for flood mitigation and groundwater recharge.
- Provide drain widths as per stream order and stream density to ensure effective stormwater management.
- Develop designated water recharge zones in drought-prone areas.
- Implement comprehensive mitigation measures to reduce disaster impacts.
- Strengthen institutional infrastructure to function as multi-purpose facilities and rehabilitation centres during disasters.