

KOCHI NORTH – SOUTH GREEN MOBILITY CORRIDOR



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TABLE OF CONTENT

- 1. Overview of the corridor**
- 2. Objectives of the project**
- 3. Outline of the project**
- 4. Main expected impacts**
- 5. Conclusion**

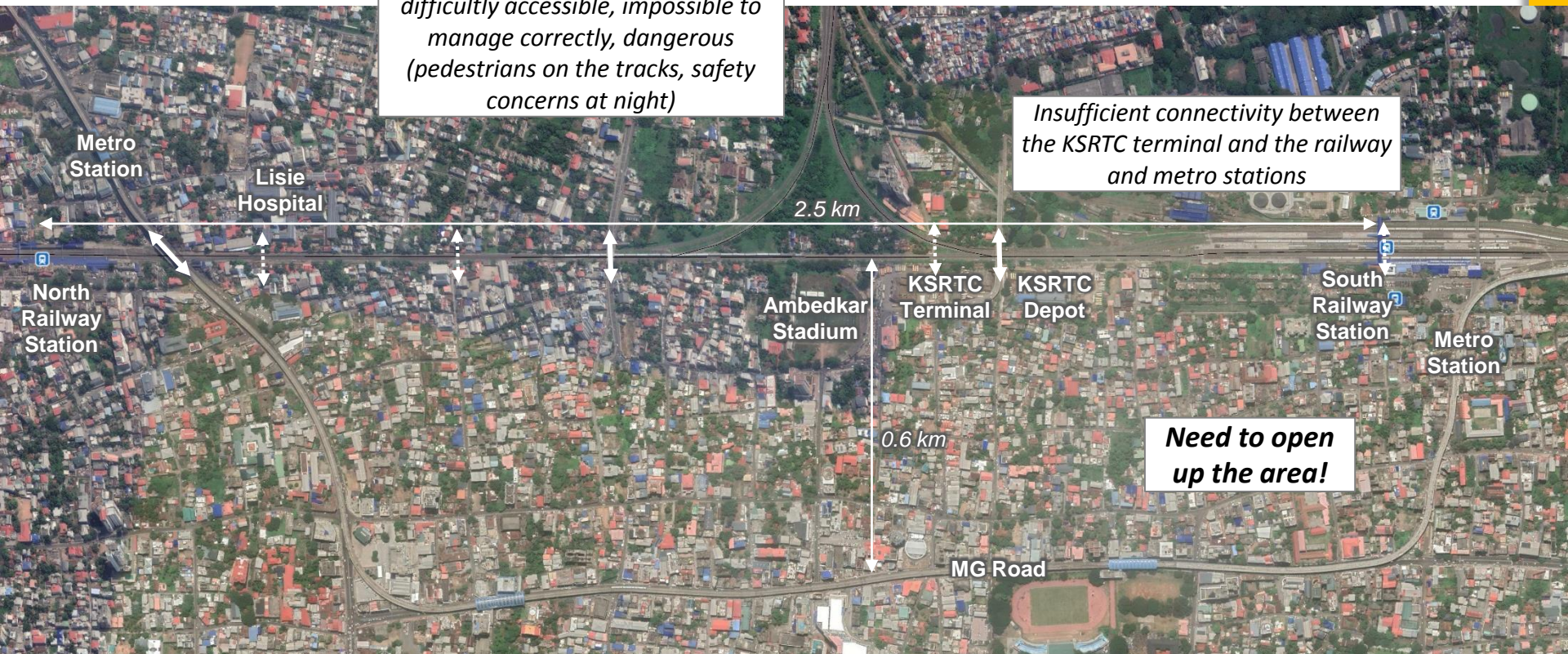
THE CORRIDOR



At the heart of the city centre, but difficultly accessible, impossible to manage correctly, dangerous (pedestrians on the tracks, safety concerns at night)

Insufficient connectivity between the KSRTC terminal and the railway and metro stations

Need to open up the area!



THE CORRIDOR



MUCH MORE THAN A MOBILITY PROJECT



- 1. Connectivity:** creating or improving links between KSRTC terminal and the railway and metro stations, access to Ambedkar Stadium and Lisie Hospital, connection between both railway stations, links with city centre, less congestion on parallel roads...
- 2. Urban management:** improving safety and security for all, cleanliness, better control and surveillance by Authorities, improvement of the drains
- 3. Inclusion in the city:** step by step, turning a backyard area into a lively urban space, including social and economic activities

4 COMPONENTS

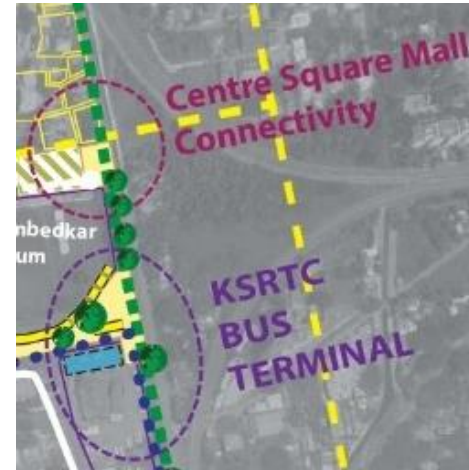
1. Development of a green corridor adapted to non-motorised transportation



2. Development of e-rickshaw services



3. Development of hubs and connections to the city centre

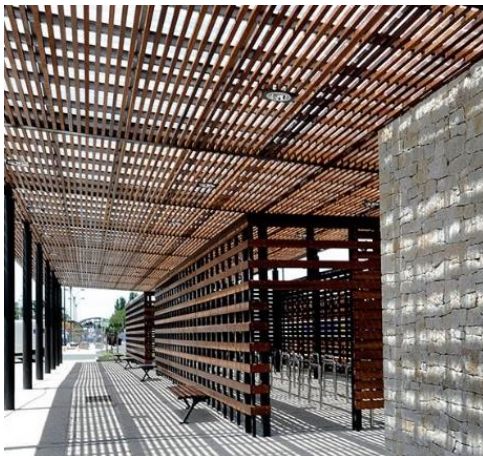
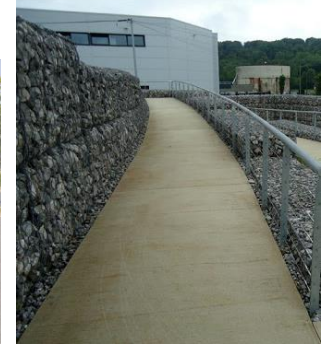


4. Development of social and commercial activities

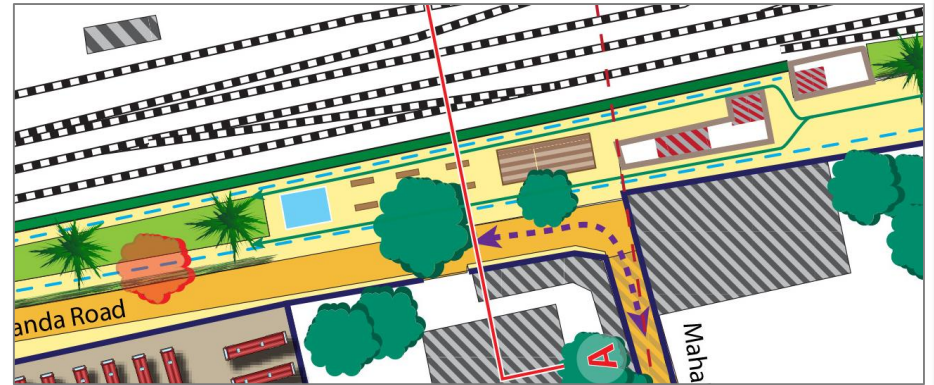


DESIGN PRINCIPLES

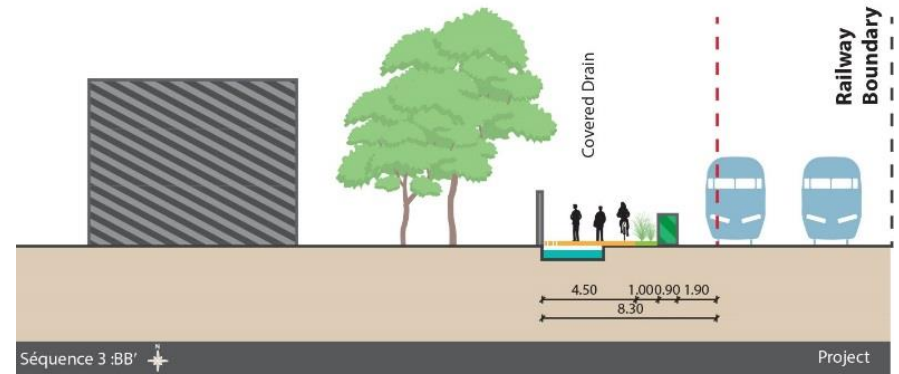
- As much as possible in the existing right-of-way
- Universal access
- Materialisation of limits
- Vegetation, alignment of trees
- Lighting, illumination plan
- Multiservice wood structures: shops, services, toilets, technical utilities



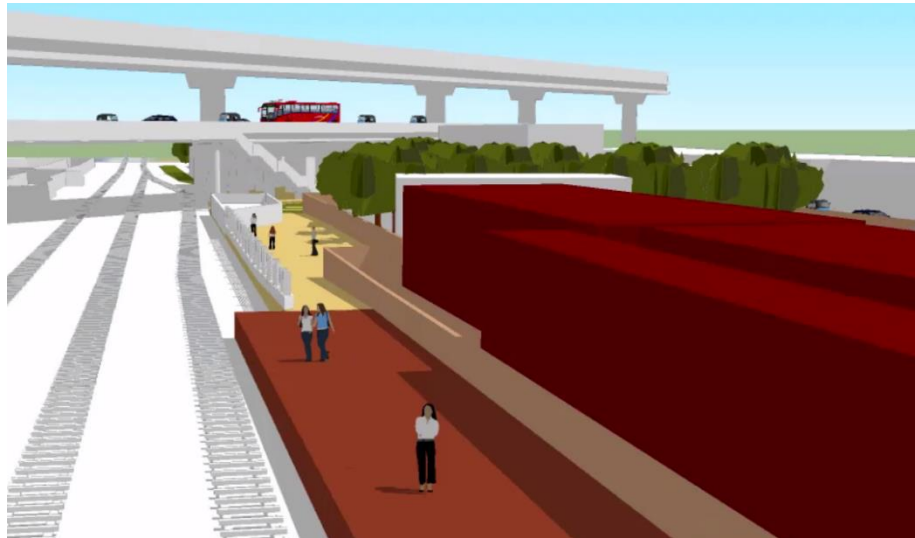
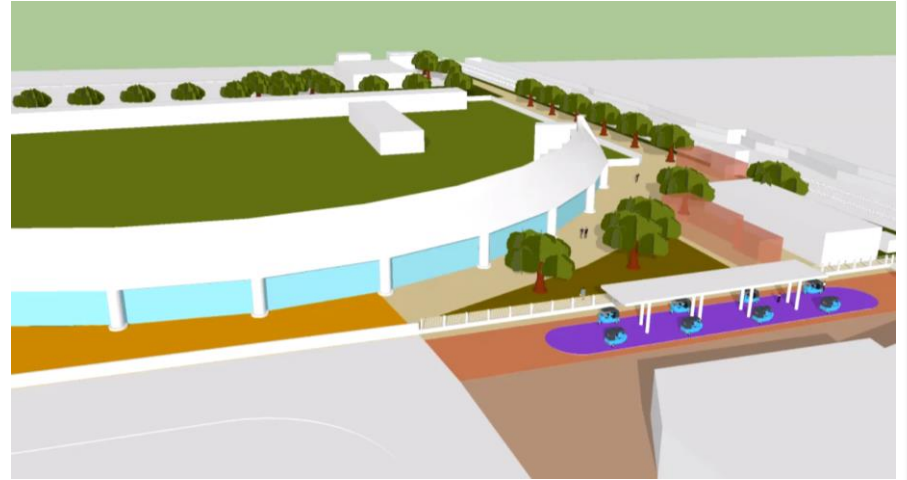
CREATION OF PLAZAS IN WIDER SPACES



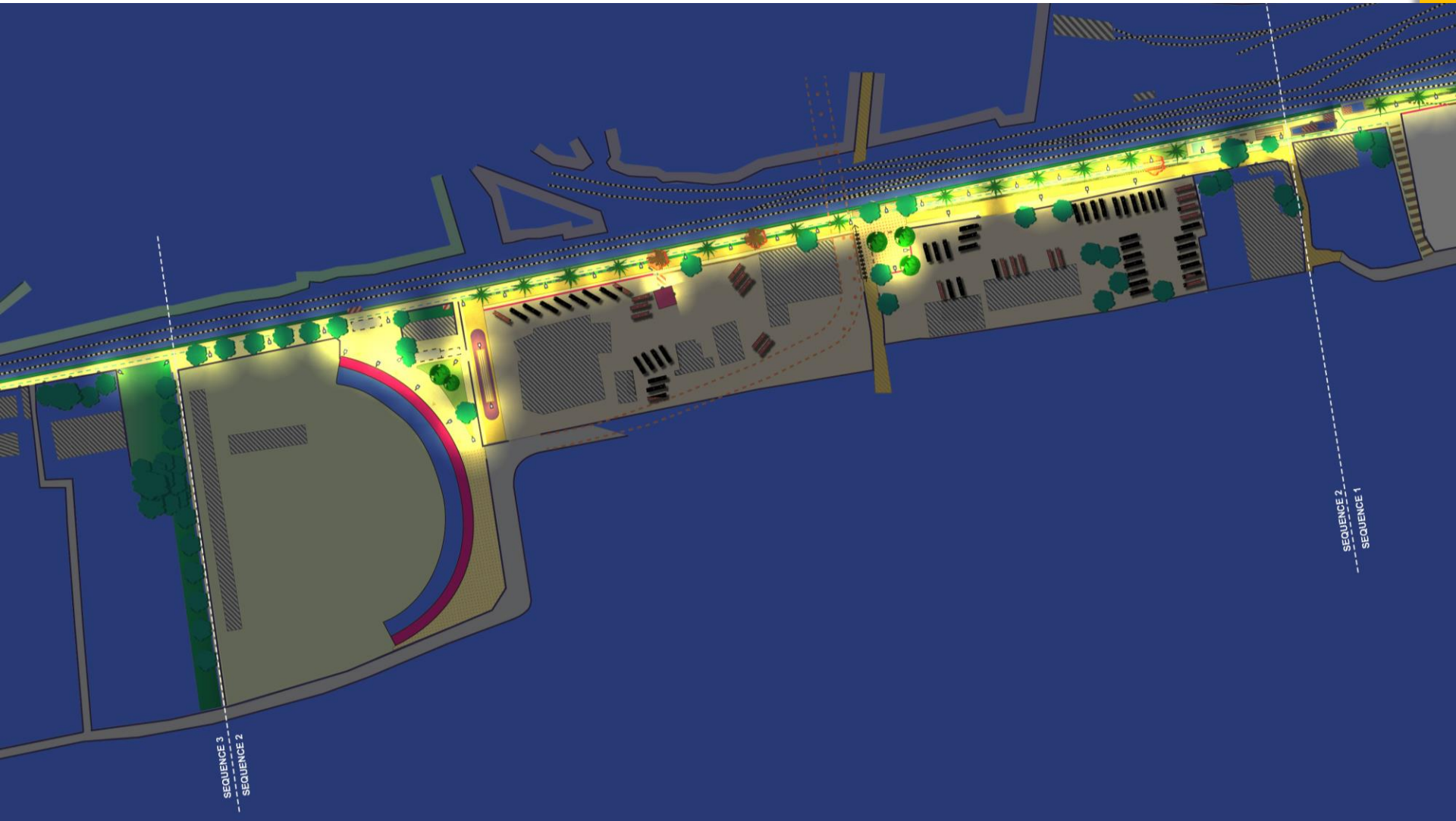
SIMPLE PATHWAY ON NARROWER SECTIONS



USE OF 3D MODELS



ILLUMINATION PLAN



FREQUENTATION AND IMPACTS

4 categories of users:

- **Present NMT users** of the corridor, who would continue to use it but with much improved conditions.
- **Autorickshaw users** travelling on the roads close and parallel to the railway corridor. A part of them would transfer to walking, cycling or using e-rickshaws.
- **Private vehicles (motorised two-wheelers, private cars) or cab (Ola, Uber) users** travelling within the corridor. A part of them would also transfer to walking, cycling or e-rickshaws.
- **People who are presently not travelling on the corridor**, due to the bad conditions, but who would use it when it is constructed: “induced demand”.

Present mode	Current daily passengers	Transferred to Green Mobility corridor			
		Walking	Cycle	E-rickshaw	Total
Walking	6 010	6 010	-	-	6 010
Cycle	380	-	380	-	380
Autorickshaw	3 160	790	60	820	1 670
Motorcycle	810	250	30	100	380
Car / Cab	860	260	0	60	320
Induced trips	-	1 830	120	250	2 200
Total	11 220	9 140	590	1 230	10 960

*Daily frequentation and usage of green modes estimated at **11,000***

20,000 people living within 500m of the corridor, about 30,000 including people having daily activities

2,840 veh.-km transferred daily to green modes, 84 tonnes of CO₂ emissions saved every year

CONCLUSION



This study **confirms the feasibility of a Green Mobility corridor** joining the two main railway stations in Kochi.

The project **could be implemented at short term**, with limited land acquisition. It could also easily be constructed by stages.

It would bring **comfort, safety and security to the numerous existing users of the corridor**, and will attract new ones, including people transferring from less environmental-friendly modes to non-motorised transportation and e-rickshaws.

It would also considerably **improve the urban quality and landscape** of the corridor and would help **develop new social and economic activities**. The area would be better included in the city and better connected to the city centre.

VIDEO





THANK YOU

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