



# Trivandrum Capital Region

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# The Concept of Trivandrum Capital Region

- Create a single Urban Agglomeration comprising:
  - The Corporation of Trivandrum
  - The Municipalities of Attingal, Varkala, Nedumangad and Neyyatinkara
  - All associated suburban areas
- Expand the role of TRIDA to encompass the development of the entire TCR region
- Target to complete all formalities and begin development activities by 2010

# Why Trivandrum Capital Region?

- TCR will result in Integrated Planning and Development over a much larger area
- Rapid development of transportation and urban infrastructure in the area
- A larger Urban Agglomeration will bring more benefits, more quickly to more people
  - For Eg: The benefits of mega-developments like Technocity and Vizhinjam will be directly available to over 2 million people in TCR
- A larger U/A will attract more investment from GoI as well as private investors who will perceive a larger market
- More revenue generation opportunities for TRIDA to fund developmental activities

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# Key Focus Area 1 – Utilisation of Land Banks

- TRIDA possess significant land parcels across Trivandrum which are of major commercial value
- TRIDA could evaluate sale or lease of these lands to raise funds for developmental projects
- Lease of/BOT projects on such lands will avoid the transfer of public lands, while providing steady revenue
- Making land available will also help to aid development and create direct and indirect employment
- Releasing existing land banks also eases the price pressure in the market

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# Key Focus Area 2 – Construction of Parking Plazas

- Parking is a significant problem in Trivandrum due to the narrowness of roads and the non-availability of off-street parking in key commercial areas
- TRIDA can address this issue by constructing off-street parking facilities on its land at key points such as those along M.G.Road
- The projects will be Multi-Level Car Parks (MLCPs) which may be taken up on a BOT basis
- This model is already being used in cities like Kolkata and Pune
- The BOT model guarantees a steady income to TRIDA while avoiding any capital expenditure on its part

# Key Focus Area 3 – Construction of Bus Terminals

- Buses will continue to be the primary form of public transport in TCR for many years to come
- However, TCR lacks modern bus terminals
- TRIDA can construct bus terminals wherever it has land, in areas like Kazhakkootam, Attingal, Nedumangad etc
- This can be done in cooperation with agencies like KTDFC and KSRTC and on a BOT basis
- The terminals will be multi-floored structures where the lower 1 or 2 levels will be used for the buses and the rest for commercial activity
- These projects will accelerate development of outlying areas
- They can later be integrated with a Bus Rapid Transport System or Metro Transit System

# Key Focus Area 4 – Land Acquisition

- Once TRIDA is able to raise resources, it needs to urgently create major land banks in outlying areas of TCR along the alignments of proposed Ring Road Systems.
  - These will later be used to develop satellite townships and other facilities
- The land acquisition for the Ring Road proposed by TRIDA needs to be urgently taken up
- NHAI has proposed an Outer Ring Road for Trivandrum
  - TRIDA could pro-actively identify the land requirements in association with NHAI and work to notify the same before prices escalate.

# Key Next Steps

- Discussion with all concerned Agencies on demarcation of TCR
- Identification of the modalities of and initiation of the notification process
- Identification of projects which can be taken up within TCR
- Discussion on utilisation of land banks
- Formulation of TRIDA strategy till 2010-11

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