



കേരള ഗസറ്റ് KERALA GAZETTE

അസാധാരണം EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്
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Thiruvananthapuram,
Monday

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15th December 2025
1201 വൃശ്ചികം 29
29th Vrischikam 1201
1947 അഗ്രഹായണം 24
24th Agrahayana 1947

നമ്പർ
No. 4190

GOVERNMENT OF KERALA

Local Self Government (RD) Department

NOTIFICATION

G.O.(P.) No. 72/2025/LSGD

Dated, Thiruvananthapuram, 14th December, 2025

28th Vrischikam, 1201

23rd Agrahayana, 1947.

WHEREAS, the Government of Kerala have approved the Transit-Oriented Development (TOD) Policy vide G.O. (Ms.) No. 36/2024/LSGD. dated 11/03/2024;

AND WHEREAS, the said TOD Policy stipulates that it shall apply to the TOD corridors and TOD Zones identified and notified through Master Plans;



AND WHEREAS, the Thiruvananthapuram Master Plan 2040, Master Plan for Kochi Municipal Corporation area 2040 and Master Plan for Kozhikode City 2040 are sanctioned vide G.O. (Ms.) No.85/2024/LSGD. dated 04/07/2024, G.O.(Ms.) No.54/2024/LSGD. dated 22/05/2024 and G.O.(Ms.) No.60/2024/LSGD. dated 10/06/2024 respectively, under Section 36(8) of the Kerala Town and Country Planning Act, 2016 (Act 9 of 2016);

AND WHEREAS, the Transit Oriented Development for the cities of Thiruvananthapuram, Kochi and Kozhikode have been duly identified and Transit-Oriented Development Zones have been notified through their respective Master Plans;

NOW THEREFORE, in the backdrop of impending importance of TOD and to reinstate the State's commitment in realising compact, walkable and efficient urban development, the Government of Kerala hereby notifies that the strategic approaches of the Transit-Oriented Development (TOD) Policy 2024 shall be applicable to the following TOD corridors that have been identified and notified through the respective Master Plans in the cities of Thiruvananthapuram, Kochi and Kozhikode.

I. TRANSIT-ORIENTED DEVELOPMENT (TOD) CORRIDORS

The following corridors are hereby notified as TOD Corridors:

1. Thiruvananthapuram TOD Corridors

Master Plan Reference: [G.O. (Ms.) No.85/2024/LSGD. dated 04/07/2024]

Influence Zone	Corridor
250 m depth on either side of demarcated TOD corridor in sanctioned Master plan for Thiruvananthapuram Municipal Corporation	Corridor - I ; Old NH 47: Vetturoad to Nemom (via Karyavattam, Pattom)
	Corridor - II; NH-66: Kazhakoottam to Parayumood (Via Chakkai, Enchakkal)

2. Kochi TOD Corridors

Master Plan Reference: [G.O.(Ms.) No.54/2024/LSGD. dated 22/05/2024]

Influence Zone	Corridor
500 m depth on either side of demarcated TOD corridor in sanctioned	Corridor - I; Edapally Jn. to Pettah
	Corridor – II; Kaloore Jn. to Chembumukku



Master plan for Kochi Municipal Corporation	
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3. Kozhikode TOD Corridors

Master Plan Reference: [G.O. (Ms.) No.60/2024/LSGD. dated 10/06/2024]

Influence Zone	Corridor
500 m depth on either side of demarcated TOD corridor in sanctioned Master Plan for Kozhikode Municipal Corporation	Corridor - I; Continuous stretch of NH 66 from Elathur to Manorama Junction
	Corridor - II; Continuous stretch of NH 66 from Mananchira to Feroke - new bridge
	Corridor - III; Continuous stretch of NH 766 from Mananchira to Chelavoor
	Corridor -IV; Continuous stretch of Mavoor road from Mavoor road Jn. to Medical college
	Corridor -V; NH 66 bypass- from Purakkattiri bridge to Palazhi (Corporation Limits)

II. OBJECTIVES

This notification aims to achieve the following objectives:

- Densification of TOD Zone - High-density development concentrated around transit stations and corridors, with the highest-density buildings nearest transit, facilitated through tools like minimum FSI, plot sizes, premium or transferable FSI, tax incentives, plot amalgamation and phased densification via spatial plans, while preserving heritage sites and natural features.
- Promoting Mixed-Use Development - Allowing a mix of residential, commercial, office, public and recreational uses, distributed vertically or horizontally to create a compact, walkable environment that fosters interaction among different developments. Mixed-use buildings can be promoted through incentives such as tax allowances, relaxed building regulations for higher FSI etc.
- Promotion of Multi-Use Transit Stations - Transit stations, including MRTS, bus and mobility hubs, to serve as vibrant centers of activity and support TOD zone densification through vertical multi-use and leasable spaces with relaxed building regulations. These stations should provide mandatory public amenities, accessible pedestrian and NMT



facilities and may also include EV charging stations to serve both commuters and non-commuters.

- d. Multimodal Integration - Multimodal integration to significantly reduce commuters' travel time and costs by providing safe, affordable and seamless transportation options across various modes, especially along major growth corridors. Developing compact, well-designed transit hubs with interoperable ticketing, real-time information systems and integrated last-mile connectivity options will ensure efficient, user-friendly and informed public transport experiences.
- e. NMT Safety - Creating a pedestrian - and NMT - friendly environment in TOD zones, for promoting safe, accessible, and barrier-free walking and cycling to transit stations and public transport, while strategies like fixed building lines, shared front open spaces, dedicated cycle tracks and traffic-calming measures enhance walkability and reduce vehicle dependence.
- f. Street-Oriented Buildings - Development proposals in TOD areas to foster vibrant, safe and walkable streetscapes through pedestrian-friendly frontages that enhance safety, surveillance and walkability, designated hawking and vending zones, uniform landscaped front open spaces, coordinated lighting and signage and regulated night-time activities and advertisements.
- g. Managed Parking - TOD zones to promote sustainable mobility through high-density, mixed-use, pedestrian-friendly development that boosts transit ridership and reduces private vehicle dependence, with parking managed via regulated, premium on-street spaces and shared use of public building areas during off-hours.
- h. Green and recreational open Spaces - Public open spaces in TOD areas to be developed and managed through land pooling, acquisition or use of public lands, river buffers and conservation zones to offset green space loss, while integrating blue-green infrastructure, urban heat mitigation and green, energy-efficient buildings to create a sustainable, comfortable and resilient environment.
- i. Value Capture Financing - Leverage land value increases for infrastructure funding through mechanisms like enhanced or additional land value tax or one time betterment levy, develop charges or impact fees, TDR etc.

III. APPLICABILITY OF REGULATIONS AND DEVELOPMENT CONTROLS

Within the notified TOD Corridors and their influence zones, development and redevelopment



proposals shall be governed by the TOD Zoning Regulations as stipulated in the respective Sanctioned Master Plans of Thiruvananthapuram, Kochi & Kozhikode and the Government approved TOD Policy provisions, as issued or amended by the Government from time to time.

By Order of the Governor,
ANUPAMA T.V.,
Special Secretary to Government.

Explanatory Note

(This does not form part of the notification, but intends to indicate its general purport)

Government have decided to notify the Transit Oriented Development Corridors and their influence zones in the Cities of Thiruvananthapuram, Kochi and Kozhikode, to promote compact, mixed-use, pedestrian-friendly development integrated with high-quality public transport systems.

This notification is intended to achieve the above object.

