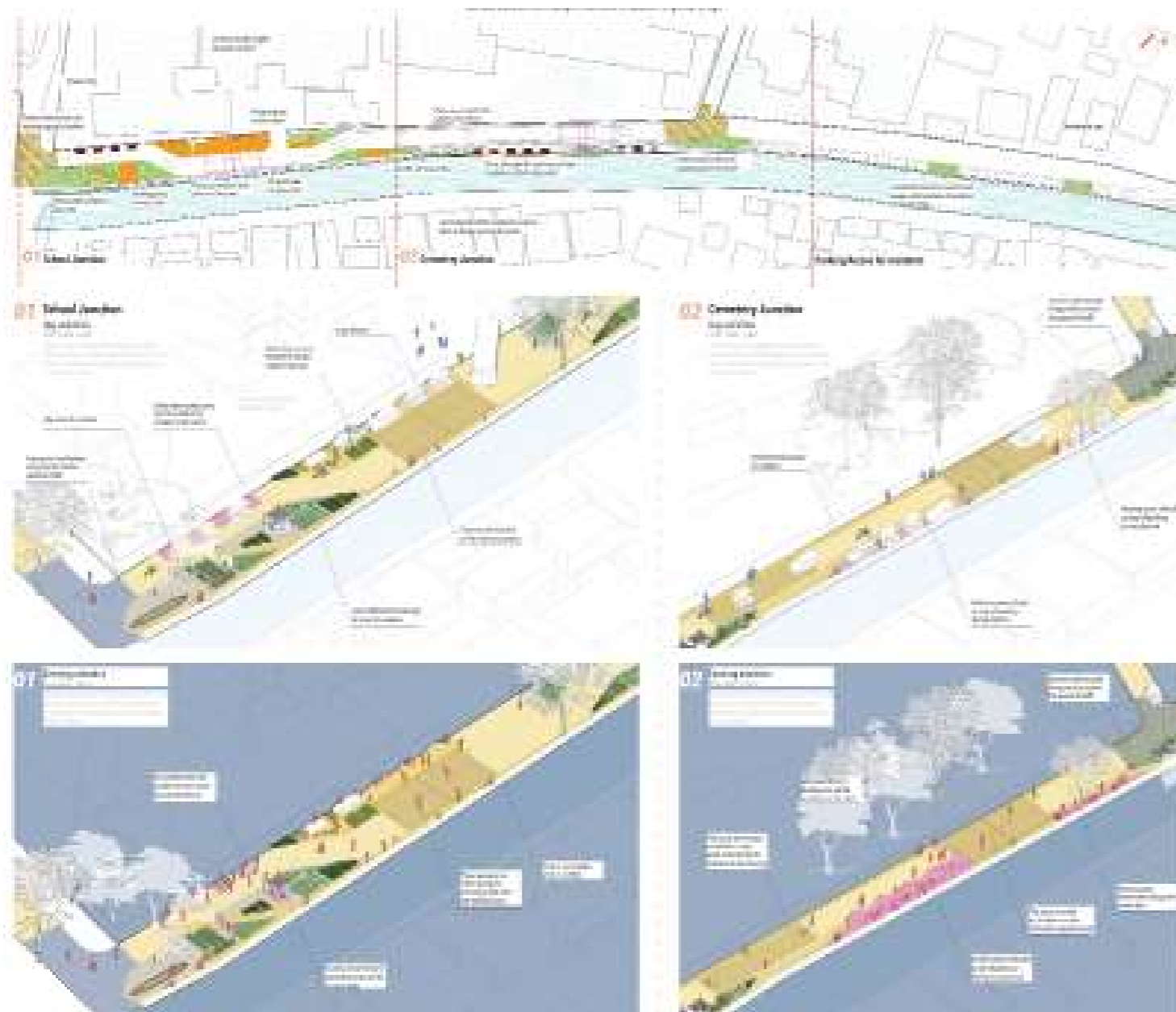


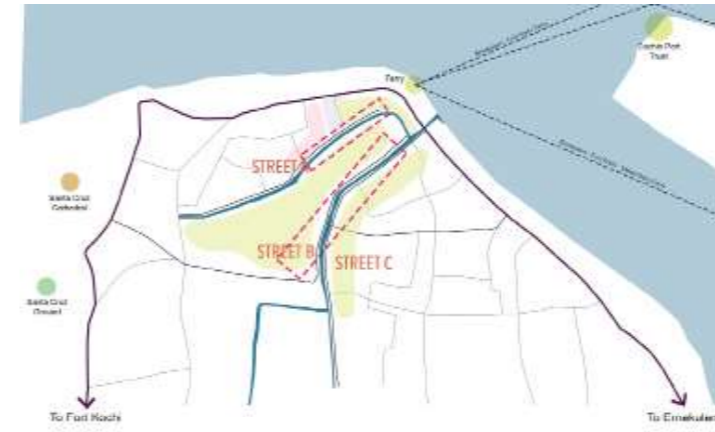
# Streets for people | Kochi

Urban design competition initiated by CSML Kochi, MoHua, Govt. of India in Ernakulam District, Kerala.

Reimagining the inert streets as “Streets for People”, the project intends to arrive at fast economic practical solutions to awaken the life and activate the public realm in a crucial street in Kochi city, promoting self-reliance through community farming and activities that cater to individual and societal well-being. The site C chosen for the project, streets along the Eruveli and calvathy canals, Matancherry, is predominantly defined by low-rise high density low income residential area long the canal edges. The existing sub-standard quality of street life in the neighbourhood is in dire need of a revamping to catalyse the presently dead/ abused streets into an inclusive public space.



## Site



## Street A

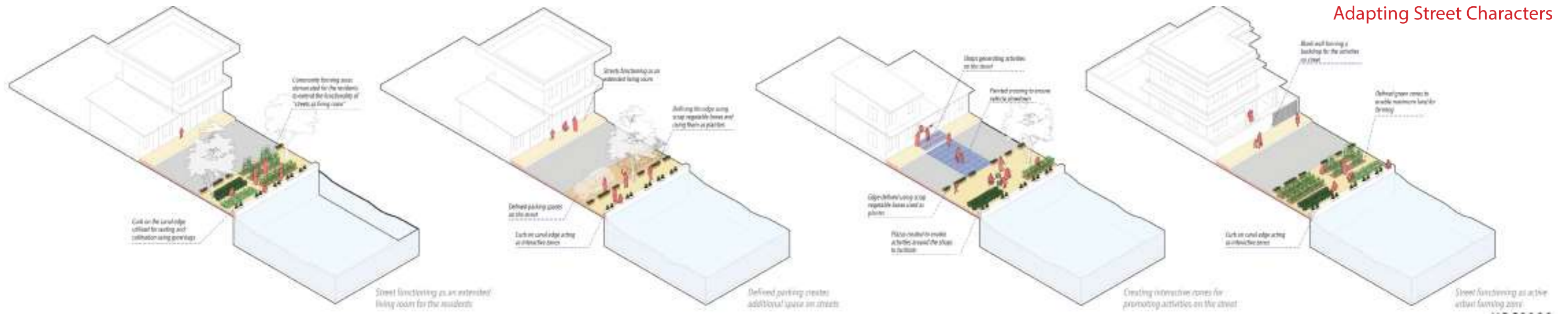
Street A starts from a major node in the locality comprising of the school, community hall, anganwady ends in a Cul de sac, graduating through a nearly dead street. It is a vantage point towards the canal and the rear façade (also backyards) of households on the opposite edge. Though paved, the pedestrian pathways are discontinued. The active use prompted by the public institutions magnifies the necessity for a well pedestrianized access. The street is characterised by a long dead wall that acts as a backdrop for the activities coming in the street. Apart from peak school hours, the traffic is meagre in the street. Thus, the street is a potential market space. Being the node comprising school, community hall etc. the proposed street is a pedestrian priority street with bicycle pathway shared with pedestrian pathways. The street shall also restrict vehicular access to one way during school hours and restrict vehicular entry post school hours to transform it into an activity centre. Being an adaptive street, the proposed street acts as a safe commutable street during school hours, while in the evening the street character transforms into an active neighbourhood area by reducing permeability of vehicles, providing flexible market spaces, street furniture enabling interactive spaces and play area for the residents. The lack of activities for the students is identified, thereby providing opportunity for group farming and sufficient play area for recreation. On understanding that majority of the population undertakes day jobs, the attempt is to provide inclusive recreational spaces in the evening hours. The streets are already safe for women and children. Beyond safety, the initiative is to bring people to the front yards and facilitate a platform to indulge in activities irrespective of gender or age.

## Vision

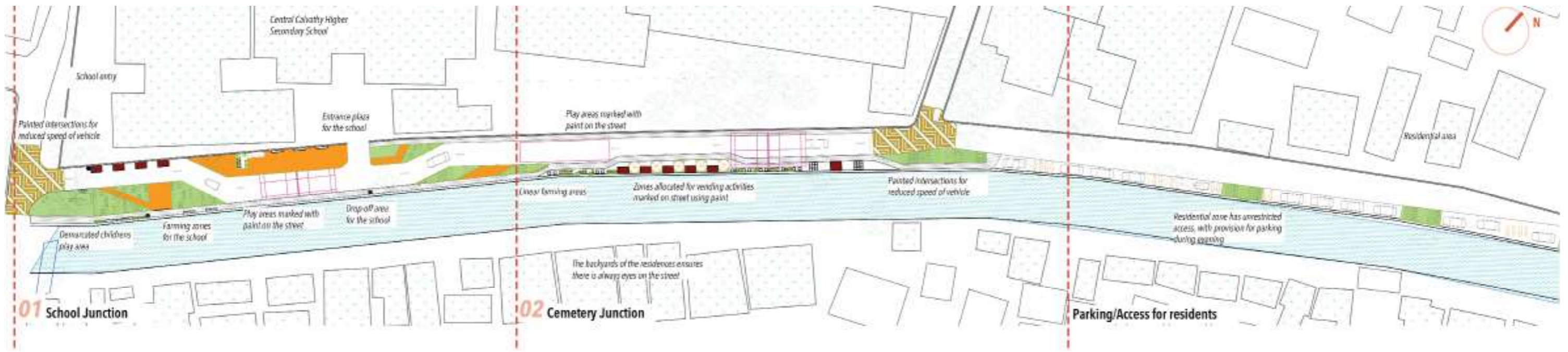


## Cropping pattern-

Mixed cropping & inter cropping







Nodes

<p><b>01 Shops along the canal</b></p> <p>Shops along the canal edge has the potential to develop into hangout spots.</p> <p>Existing condition</p> <p>Forming plazas on the street using paint</p> <p>Proposed condition</p> <p>Provision for additional shopping units to facilitate additional activities on the street</p>	<p><b>03 Clubs as an activity generator</b></p> <p>Existing condition</p> <p>Clubs act as a major activity hub on the streets, but currently, the streets are usually</p> <p>Large community farming zones</p> <p>Painted zones on the street to demarcate plazas to facilitate additional activities on the street</p> <p>Proposed condition</p>	<p><b>05 Religious center as an activity generator</b></p> <p>Multiple collisions near the religious zones during peak time</p> <p>Existing condition</p> <p>Large expanse of community farming areas</p> <p>Intersection painted to reduce the speed of traffic</p> <p>Proposed condition</p>
<p><b>02 Anganwadi along the canal edge</b></p> <p>Existing condition</p> <p>The presence of Anganwadi may result in multiple collisions on street due to lack of safety measures on street</p> <p>Proposed condition</p> <p>Carving out play spaces for the kids from the street</p>	<p><b>04 Shops amidst residential neighborhood</b></p> <p>Existing condition</p> <p>Shops along the residential neighborhoods function as hangout zones</p> <p>Plazas formed to support additional activities on the street</p> <p>Proposed condition</p> <p>Crossing painted for slowing down traffic</p>	<p><b>06 Religious center as an activity generator</b></p> <p>Break in the retaining wall results in waste accumulation during high tide</p> <p>Existing condition</p> <p>The edge transformed into a hangout spot</p> <p>Proposed condition</p>

Street Sections

Existing street sections	Proposed street sections
<p>Shops creating hangout points along the street</p> <p>Section A</p>	<p>Creation of plazas to facilitate additional activities by the shops</p> <p>Section A</p>
<p>Streets forming an extended living space for the residents</p> <p>Section B</p>	<p>Large areas dedicated for community farming</p> <p>Section B</p>
<p>Street adjoining a residence with a blank boundary wall</p> <p>Section C</p> <p>Unfinished edge, and parking resulting in wastage of space</p>	<p>Large dedicated zones for farming</p> <p>Section C</p>
<p>Street adjoining a blank wall causing water accumulation</p> <p>Section D</p>	<p>Blank wall forming a backdrop for the buildings on the street</p> <p>Section D</p>

## Existing Streets

Street B is a high density residential area characteristic of an active frontage. The street acts as the living space for the limited space households providing informal surveillance opportunities, improving vitality & safety of the area. The barrier edge enables active interaction acting as a street lobby. The inclusion of compound walls, comparatively bigger massing due to better living conditions and the slightly inward building line from street edge in Street C, makes a substantial difference to the street character with respect to street B. Both streets are characteristic of stagnant spaces often forming dumping grounds.

## The Proposal

Curb side public spaces adjacent to the sidewalk create parklets. The traffic and parking are organized so that streets are made safe for commute. Flexible, easy to install street furnitures are provided to facilitate interaction. The important nodes are activated to ensure secure community gathering opportunities. The edges are utilised for cultivation. Common spaces are allotted to people to grow their own produce.

