



REPORT ON 'MOBILISE YOUR CITY' WORKSHOP, AHMEDABAD

(Workshop to promote sustainable and integrated urban mobility)

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List of Acronyms

AFD	Agence Francaise de Developpement
AJL	Ahmedabad Janmarg Limited
AMA	Ahmedabad Management Association
AMC	Ahmedabad Municipal Corporation
AMTS	Ahmedabad Municipal Transport Services
BRTS	Bus Rapid Transit System
CBD	Central Business District
CEE	Centre for Environment Education
CEO	Chief Executive Officer
CEPT	Centre for Environment Planning and Technology
CoE-UT	Centre of Excellence in Urban Transport
COP21	Paris’ 21 st Conference of Parties
EU	European Union
EV	Electric Vehicles
FSI	Floor Space Index
GMRC	Gujarat Metro Rail Corporation
IAS	Indian Administrative Services
IPS	Indian Police Services
LAAP	Local Area Access Plan
MoHUA	Ministry of Housing and Urban Affairs
MOU	Memorandum of Understanding
MRV	Measure Report and Verify
MYC	Mobilise Your City
GoI	Government of India
GHG	Green House Gas
IPT	Intermediate Public Transport
ITD	Integrated Transport Department

ITMS	Intelligent Transit Management System
ITS	Intelligent Transit System
NAMA	Nationally Appropriate Mitigation Actions
NMT	Non-Motorised Transport
PIU	Project Implementing Unit
SCADL	Smart City Ahmedabad Development Limited
SUMP	Sustainable Urban Mobility Plan
TA	Technical Assistance
TFC	Task Force Committee
TOD	Transit Oriented Development
ToR	Terms of Reference
ToZ	Transit Oriented Zone
TP	Town Planning
UMTA	Unified Metropolitan Development Authority
UMTC	Urban Mass Transit Company
UNFCCC	United Nations Framework Convention on Climate Change

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Foreword

The French Government has agreed with Government of India (GoI) and city of Ahmedabad to support the city in promoting sustainable urban mobility. Towards this objective, the ‘Agence Francaise de Developpement’ (AFD) is implementing the ‘Mobilise Your City’ (MYC) initiative with financial support from European Union.

About ‘Mobilise Your City’ initiative

‘Mobilise Your City’ (MYC) is an international initiative, supported by the French and German Governments and was launched in December 2015 at Paris’ 21st Conference of Parties (COP21) of the United Nations Framework Convention on Climate Change (UNFCCC). The programme seeks to support governments of developing nations, at both local and national level for their involvement in transformational actions of achieving sustainable urban mobility.

Of the 39 cities selected worldwide under the MYC programme, three (3) are Indian cities, Ahmedabad being one of them and, other two are Nagpur and Kochi. The project aims at providing technical assistance and supporting these three cities in their efforts to reduce Green House Gas (GHG) emissions through more efficient urban transport planning and management. The technical assistance involves formulating Sustainable Urban Mobility Plans (SUMP) at local level (project-based approach) along with undertaking feasibility studies for priority projects, Design of “Measure-Report-Verify” frameworks and establishment of mobility observatories for data collection at city level.

At the national level, MYC programme is supported by Ministry of Housing and Urban Affairs (MoHUA), Government of India (GoI) and it aims to provide support in finalization of methodology for GHG emission, preparation of NAMA or equivalent and also aims to strengthen the sustainability components of the existing National Urban Transport Policy (NUTP) of India (policy-based strategy), notably with registration of Nationally Appropriate Mitigation Actions (NAMA) for urban transport of India into the NAMA registry of the United Nations Framework Convention on Climate Change (UNFCCC) Secretariat.

Objectives of the initiative

The ‘Mobilise Your City’ (MYC) programme will seek to ensure:

- Linking urban transport policies to GHG emissions reduction as part of the climate change mitigation agenda.
- Facilitating a strong sense of ownership of urban transport planning tools by the local stakeholders, through their participation in the formulation of Sustainable Urban Mobility Plan (SUMP);
- Ensuring operationalization of SUMP by designing investment and action plans in the planning document,
- Preparing prefeasibility studies of priority urban transport projects identified through participatory approach at city/ local level
- Building capacities among urban local bodies and other stakeholders,
- Effective implementation and monitoring of the formulated plans along the lines of MRV (Measure, Report and Verify)

Urban Mass Transit Company (UMTC) has been engaged as the Project Implementation Unit (PIU) to implement this programme in India. As one of the first tasks, a workshop was organised in each of the cities to bring together various stakeholders on a common platform. For Ahmedabad, the workshop, **“Promoting sustainable urban mobility in Ahmedabad”**, was held on February 21st and 22nd, 2019 at Ahmedabad Management Association (AMA).

This workshop was co-organised with Ahmedabad Municipal Corporation (AMC), Smart City Ahmedabad Development Limited (SCADL), Ahmedabad Janmarg Limited (AJL) and Agence Francaise de Developpement (AFD).

Stakeholder Consultation Workshop

The key objectives of the workshop were:

- Achieve a common understanding of the objective, scope and potential activities of the MYC programme among all stakeholders
- Create a space for all stakeholders to contribute and achieve an understanding of the core mobility issues and potentials for Ahmedabad
- Learn about on-going initiatives in urban mobility in the city and formulate a joint vision for improvement of mobility
- Take stock of the lessons learned through past experiences of the stakeholders and make an effort to improve upon gaps/shortcomings to lead the city towards improvement in urban mobility sector through promotion of required initiatives.
- Identify prioritized activities to be carried out in the city to support the MYC initiative in short-term.

The concept note, agenda and list of participants for the workshop are attached in Annexure II – Concept Note, Annexure III – Agenda of the workshop, and Annexure IV – Proceedings of MYC day – Ahmedabad respectively.



Figure 1: Opening remarks by Mr. Rakesh Shankar (IAS), Deputy Municipal Commissioner, AMC during the workshop



Figure 2: Welcoming of stakeholders

Workshop Structure: Brief agenda of the workshop

Inaugural session

The first day of the workshop started with the inaugural session wherein the Hon. Mayor of Ahmedabad commenced the programme along with other distinguished dignitaries. This was followed by a brief introduction of MYC Programme by the representatives of European Union and AFD. The event was followed by key-note presentations.



Focused Group Discussions:

In the post lunch session on the first day, stakeholders were divided into four groups for detailed discussion on various issues affecting mobility in the city. At the end of the group discussion, potential initiatives were identified for improving city mobility and making it low carbon/ green initiative. The potential initiatives were discussed in the session with all participants for their inputs and suggestions. The discussions were focused on four major themes as mentioned below:

1. Theme 1 – Integrated land-use and mobility planning
2. Theme 2 – Clean, green and safe public transport systems
3. Theme 3 – Inter-modality and interconnectivity
4. Theme 4 – Inter-agency co-ordination and capacity development

These themes were identified with the intention of driving the conversations covering multiple aspects of urban mobility.

Technical Task force working session:

On the second day of the workshop, a long list of identified potential initiatives were discussed with the Technical Task Force (for details on members of Technical Task Force Committee see ANNEXURE V – Technical Task Force Committee (TFC)) set up specifically for the MYC program for prioritization and approval. These shortlisted prioritized initiatives would be then taken up for detailed analysis and review by the PIU/ AFD in consultation with the nodal authority.

The details of each session are as follows:

Inaugural session

The inaugural session of the workshop provided overview of the MYC program and introduction of the workshop to all the invitees and stakeholders. Several important decision makers of the city associated with Urban Mobility delivered their introductory remarks and shared their views in the following sequence:

- Mr. Nicholas Fornage, Regional Director for India and Bangladesh, AFD
- Ms. Smita Singh, Senior Project Manager, European Union
- Mr. Rakesh Shankar (IAS), Deputy Commissioner, AMC, and CEO, Smart City Ahmedabad Development Limited (SCADL),
- Mr. Vijay Nehra (IAS), Commissioner, Ahmedabad Municipal Corporation,
- Mr. A.K.Singh (IPS), Commissioner of Police ,Ahmedabad city,
- Ms. Bijal Patel, Mayor, Ahmedabad city

Mr. Nicolas Fornage, Regional Director for India and Bangladesh of Agence Francaise de Developpement (AFD), in his welcome speech, gave a brief introduction on the MYC initiative. He praised various initiatives taken up by Ahmedabad city for improving urban mobility, like introduction of ‘Janmitra’ card, the upcoming metro project, etc. He informed the participants about how the MYC Programme, through its key approach of ‘participation’, ‘integration’ and ‘evaluation’ aims to support the city to plan for sustainable mobility.

Ms. Smita Singh, Senior Project Manager, European Union welcomed all stakeholders and credited the city for successfully implementing the BRTS and promoting a sustainable way of mobility. She expressed her optimism that the three Indian cities selected under MYC programme (namely, Nagpur, Kochi, and Ahmedabad) as well as the implementing agency at national level, the Ministry of Housing and Urban Affairs (MOHUA) will benefit from Technical Assistance (‘TA’) activities under the programme in terms of catalysing investments in sustainable urban mobility and in reduction of GHG emissions from Urban Transport. Reiterating the vision of the MYC program, she highlighted that the combination of a National Urban Mobility Policy/ Programme (NUMP) and the local/ city level programme will effectively contribute in achieving the goal of 50% GHG emission reduction through urban mobility in India.

Mr. Rakesh Shankar (IAS), Deputy Municipal Commissioner, AMC and CEO for Smart City Ahmedabad Development Limited (SCADL), in his opening remarks welcomed all the dignitaries and delegates, and highlighted several key initiatives taken by AMC and SCADL to improve the mobility scenario in Ahmedabad like better enforcement of traffic rules, thereby improving safety of the citizens, and mitigating the GHG emissions through more efficient urban mobility. He expressed pleasure in Ahmedabad being a part of an international community of cities for promoting sustainable urban mobility initiatives. He reiterated that Ahmedabad is committed towards making urban mobility more inclusive, safe, resilient and sustainable.

Mr. Vijay Nehra (IAS), Municipal Commissioner, AMC welcomed all and stated that the year 2018 was an important one for the city in terms of collaborative efforts amongst multiple government agencies involved in urban mobility like AMC, AJL, AMTS, Police Department, etc. He emphasised on the pivotal role of enforcement as a key ingredient along with planning and designing for any citywide initiative to be successful. He shared with the audience AMC’s joint initiatives with Ahmedabad Traffic Police Department that brought about community sensitization and behavioural change in driving habits of general public.

Mr. A.K. Singh (IPS), Police Commissioner of Ahmedabad city welcomed the MYC initiative. He concurred with Municipal Commissioner, AMC on the effectiveness of the joint drive on enforcement of the parking norms and traffic rules in the city. He shared that the enforcement drive has indeed brought about behavioural change in the citizens and hoped to see the city transform into a “world class” city with the help of additional international level technical assistance under MYC Programme.

Ms. Bijal Patel, Hon’ble Mayor of Ahmedabad, extending her gratitude to AMC, SCADL and MYC programme team (EU & AFD) highlighted the various steps taken by the city administration towards sustainable urban mobility and the benefits achieved. The Hon’ble mayor specifically highlighted public transport projects like city buses, Metro rail and replacement of current BRT fleet with electric buses as important steps towards improving the ambient air quality of Ahmedabad. The Hon’ble mayor congratulated AMC and SCADL on their association with the technical assistance under MYC programme and wished the workshop a great success.

The inaugural session ended with signing of MoU between both parties (AMC and AFD). Mr. Vijay Nehra (IAS) Municipal Commissioner of Ahmedabad Municipal Corporation (AMC) and Mr. Nicolas

Fornage, Regional Director for India and Bangladesh for Agence Francaise de Developpement (AFD) exchanged the signed MoU’s making a formal launch of MYC programme.

After the introductory sessions, brief presentations were made by AFD and UMTC.

As part of the presentation by AFD, Mr Rajnish Ahuja (Project Manager, AFD) re-emphasised that AFD is keen to support Government of India (GoI) on both local and national levels in mitigating GHG emissions by promoting sustainable urban mobility through Mobilise Your City (MYC) programme. He further highlighted the goals of the initiative on global, national and local level.

A presentation was made by UMTC on the details of the post lunch session with brief discussion on what the themes and focused group discussions would entail and what are the potential outcomes expected out of the workshop.

On-going initiatives in Ahmedabad

After the inaugural session, keynote presentations were made by key agencies to present the current status of various initiatives taken up by the city for improvement of mobility.

- Ahmedabad Municipal Corporation (presented by Mr. Rakesh Shankar, IAS, Deputy Municipal Commissioner)
- City Traffic Police (presented by Mr. Akshayraj Makwana (IPS), Deputy Commissioner of Police and Mr. Tejas Patel (IPS), Deputy Commissioner of Police),
- Centre of Excellence in Urban Transport (CoE-UT), CEPT University, (presented by Prof. H.M.Shivanand Swamy, Executive Director),
- Gujarat Metro rail Corporation Ltd. (GMRC) (presented by Ms. Megha Gadhavi).

Presentation by Ahmedabad Municipal Corporation emphasized on various initiatives taken up for urban mobility under Smart City, like integration of AMTS and BRTS on S P ring road, development of interchanges for seamless transfers, proposal of Transit Oriented Zones (TOZ) surrounding Public Transport stations (both metro and BRT), introduction of environmental sensors at various busy junctions, east-west connectivity via river front, multi-level parking facilities, ITMS based route rationalization, initiatives under street vending Act and the several steps taken for the enforcement of the same. The enforcement drives taken up along with Ahmedabad Traffic Police and resulting behavioural changes through development of zero tolerance junctions, introduction of electric buses & e-autos with provision of charging stations.

The presentation by the traffic police department discussed mobility and several issues of the city traffic, like the lack of lane discipline, lane jumping, traffic signal violation, on-road parking, encroachment on roads, and lack of awareness of traffic rules, etc. The presentation also showcased the impacts of actions taken up by city authorities including traffic police on implementation of zero tolerance junctions, encroachment removal drives, and strict enforcement of traffic rules, and introduction of BRTS squad to avoid vehicular traffic in BRT exclusive lanes. These actions have resulted in reduced travel time & improved efficiency of Public Transport, resulting in visible modal shift from private to public transport; leading to environmental and social

benefits. Other generic Issues faced by traffic police, like dearth of traffic personnel, lack of funds, lack of compliance to emission standards and lack of technical knowhow were also discussed.

Presentation by Centre of Excellence in Urban Transport (CoE-UT), CEPT University highlighted the steps proposed by Integrated Mobility Plan (IMP) for Ahmedabad including completion of street network with provision of properly classified road hierarchy for smooth flow of traffic, integrated public transport, route rationalisation and augmentation of bus fleet (i.e. Procurement of buses based on exercises undertaken towards the passenger counts and route restructuring), development of streets for safe pedestrian movement, proposal of pedestrian and cycle network, accident management, parking management, TOD, provision of logistics park, freight management, heritage management, institutional development, and policy integration. Further, presentation highlighted prevailing mobility issues in the city, which were put forward as points for discussion on the forum.

The presentation by Gujarat Metro Rail Corporation (GMRC) highlighted several facts relating to the current scenario of metro rail in Ahmedabad and the ongoing phase of construction. It highlighted how the selection of corridor was done and future scope of development due to upcoming metro. Integration of the Metro with other modes of Public Transport was also highlighted in the presentation. The challenges faced during the implementation of metro corridors were also a part of the presentation.

The presentations can be accessed through the following hyperlink:

https://drive.google.com/drive/folders/1tERR_xh3rmWfgAsc43iRXr7uvSmJmlhR?usp=sharing

The hard copy of the presentations is also annexed in the form of Annexure VI

The brief presentation by AFD and UMTC followed by the four-keynote presentation appraised the several stakeholders about the current scenario and overall challenges prevailing in the urban mobility sector of Ahmedabad city. This effort was designed to bring all the delegates of the workshop at a common level of understanding and facilitate a more fruitful “Focused Group Discussion” session that followed in the second session on the same day.

Focussed Group Discussions

The first session of the workshop on day one established that the Ahmedabad city administration has been actively engaged in strategic thinking and actions to solve urban mobility related problems. However, as highlighted in these presentations there are still some gaps that should be filled to achieve the vision of sustainable mobility in Ahmedabad. An important objective of the workshop was to **identify the priority actions for achieving this vision, and how MYC support can best accompany these efforts**. Hence, a participatory session was organised in the form of focussed group discussion. This session reflected on different dimensions of urban mobility to help the city identify potential development projects that can be undertaken under MYC.

The main intention going forward was to collect ideas, issues as well as solutions (stakeholder’s take) on the shortlisted aspects (four themes) of urban mobility in the city. These four themes for

the focussed group discussions were based on personal interviews conducted with sector experts in Ahmedabad in the months preceding the workshop. A concept note with details on identified thematic areas was shared with each of the participants (please refer Annexure II – Concept Note). A set of questions were presented for brainstorming, with the intention of coming up with list of potential interventions for the city. These interventions would be then prioritized through discussions with the Task Force Committee and Municipal Commissioner, AMC; post which the identified projects shall be taken up under MYC programme. Terms of References (ToR) will be prepared for selection of consultants to undertake feasibility studies for each of the identified projects. This shall be part of technical assistance over the next two years.

The four themes selected for the participatory session were:

- **Theme 1: Integrated Land-use and Mobility Planning:** This theme focused on identifying gaps and opportunities in existing land-use and transport policy frameworks, including proposed development plan 2021, Integrated Mobility Plan (IMP), proposals of Transit-Oriented Development (TOD), Local Area Access Plans (LAAP’s), etc.
- **Theme 2: Clean, Green and Safe Public Transport systems:** This theme focused on current gaps and opportunities in existing public transport systems as well as IPT in the city from the perspective of cleanliness, safety of passengers and sustainable modes. The discussion was planned on promoting and improving the infrastructure for green transport systems like e-mobility and non-motorised transport in the city while focussing on safety of aged, women and children.
- **Theme 3: Inter-modality and Inter-connectivity:** The focus of this theme was to find out current gaps in integration of different public transport systems in the city like City Buses, BRTS, Metro, IPT, etc in the city; and to understand from the stakeholders the importance of seamless mobility and to identify probable solutions.
- **Theme 4: Inter-agency co-ordination and Capacity Development:** This theme focused on operational aspects of multiple agencies working for public as well as private transport in the city. The group identified several gaps and their possible solution towards better inter-departmental co-ordination to achieve successful implementation of sustainable urban mobility solutions. It also focused on developing the need for capacity building within these organisations/ agencies.

Based on these themes, the participants were divided into four groups to discuss the various subjects.



Figure 3 Interactive session - Thematic area #1



Figure 4 Interactive session - Thematic area #2



Figure 5 Interactive session - Thematic area #3



Figure 6 Interactive session - Thematic area #4

Aspirations of the city-stakeholder's - views on future of mobility in the city

The open platform provided to the participants for discussion on the identified themes resulted in a fruitful discussion that brought out various views of stakeholders from varied sectors relating to urban mobility.

The following are the key points of discussion highlighted in interactive sessions on identified themes:

Theme 1: Integrated land-use and mobility planning

Moderator: Ms. Vanishree Herlekar (SEWA Trust)

This module identified the viewpoints of the stakeholders in terms of gaps in land-use and mobility planning. Based on different views presented, it was agreed upon that a consolidated thought process is lacking in planning approach. Because of involvement of separate entities that handles land-use and mobility issues separately; mobility planning is not streamlined with land-use planning. Further, the group highlighted lack of participatory planning as an issue towards missing integrated approach. The participants also made a point on integration of public transport with central business district proposals, heritage areas and other such important places. Lack of integration of multiple public transport modes was also pointed out in the consultation.

Identified problems:

- Lack of public spaces in town planning schemes
- Consider larger scaled town planning schemes
- Lack of long-term ecosystem in the planning process, more short-term planning approach
- Lack of land for public transport utility
- Lack of depots of AMTS leading to inefficiency
- Absence of adequate NMT and pedestrian infrastructure
- Absence of solutions for heritage areas
- Transport element missing in the integrated land use process
- Validity of the decisions for public land in town planning schemes
- Absence of Transit in Transit Oriented Zones (TOZ’s)
- Lack of transport integration of Metro, BRTS and AMTS
- Infrastructure is not streamlined with land use and mobility planning
- Absence of CBD, no large-scale employment generation area
- Lack of charging infrastructure for electric buses

After making these observations, possible solutions were proposed by the stakeholders. The solutions varied from micro-level intervention like pilot local area plan (LAP), improvement of mobility in old city to macro-level interventions in development plan and integration with sustainable traffic management plan. Public engagement for projects like TOD, LAP and SUMP were part of the discussion. The solutions focused on sustainable development of the city with proposal for pedestrianisation, electric vehicle friendly transit development as well as compact city development by proposing TOD along transit corridors to promote public transport while reducing personal motorised trips. The following is the list of various solutions proposed by the group:

Proposed solutions:

- The ‘vision & objectives’ of the development plan should be measured especially in terms of environment and social aspects
- Study in old city to understand –
 - Comprehensive and sustainable traffic management plan
 - Pedestrianisation of old city
 - Planned parking management
 - Freight movement
- Study along Transit oriented zones (TOZ)
 - Development of the area
 - At 4 FSI, explore the scope for sustainable transit
- Pilot Local Area Plan - with adequate infrastructure for public spaces etc.
 - Reinterpretation of a Town Planning scheme
- Environmental Assessment - initiatives and implementation
- Assess education hub and its impact on development and transport
- To make the city E-vehicle friendly
- ‘Right to walk’ – Proposal of network of pedestrian friendly streets
- Create public awareness – public engagement around issues of LAP/ TOZ /TP scheme



Figure 7 Thematic area 1 - Discussion on issues and solutions



Figure 8: Thematic area 1 - Stakeholder's sharing their point during discussion

Theme 2: Clean, green and safe public transport systems

Moderator: Ms. Kinjal Pillai, CEE

The discussion focused on the importance of on-road and off-road safety. Issues of on-road safety were identified as the lack of traffic awareness and regulation violations by citizens. Enforcement issues were also highlighted which results in increased road accidents. Traffic hindrances due to haphazard parking and non-regulated IPT operations lead to difficult traffic situations. However, these difficult situations do not lead to modal shift in favour of Public Transport. The discussion also looked into off-road safety of passengers in public transport including thefts and women safety. Further, failure to shift from private to public transport results in increasing vehicular traffic on roads. This leads to increased GHG emissions through vehicular traffic. The city is taking steps towards clean fuel; however, the stakeholders felt an integrated and aligned approach towards clean and green public transport system is required. According to them, segregated approach might not yield required results.

Identified problems:

- Two wheelers and four-wheeler drivers lack proper training and drive into BRTS lane (trespassing) – resulting in accidents/ delays
- Lack of proper enforcement resulting in regular violations.
- Theft in the BRTS even though the buses have proper surveillance systems in place
- Lack of regulation for the IPT modes - IPT modes are operating beyond their seating capacity, with poor conditions and without following emission standards.
- Scheduling, routes, planning, etc of AJL and AMTS buses is done independent of the other
- Low ridership for BRTS – the most prominent reason behind the low ridership of bus services is lack of last mile service.
- Fare integration is absent in the bus systems- AMTS and BRTS
- Absence of designated parking stands and reluctance of drivers to park in formal parking spaces. This creates hindrances in the general traffic movement and also makes mode interchange difficult
- Lack of awareness about traffic rules, fines, etc

Proposed solutions:

To avoid segregated approach in different sectors of clean transport, an integrated approach was proposed as a solution with the use of e-vehicles (buses as well as IPT). Major part of the discussion focused on the use of old vehicles creating pollution. It was discussed, that an amendment in ‘Motor Vehicle act’ may be required to stop use of outdated vehicles. Further, to promote modal shift from private to public transport, measures such as decrease in travel time by reducing waiting time, queueing at junctions and bus shelters by proper use of ITMS and active control centre were proposed. Providing efficient, fast, frequent and reliable public transport with all facilities that provides a smooth ride for passengers with efficient last mile connectivity was proposed to increase Public Transport ridership. The following is the list of various solutions consolidated in the discussion by stakeholders:

- Formulation of a parking policy with recommendation of dynamic parking charges and heavy penalty for offenders
- Regulation of auto rickshaws- for the purpose of improving the driving quality and control pollution levels in the city by implicating heavy penalty for offenders.
- Strict regulations for new/renewal of driving license. Also reduce the validity period of license for senior citizen with mandatory driving test for renewal.
- Revision and amendments in Motor Vehicle Act - for increasing the penalty on polluting vehicles and uniform air pollution standard (BS IV) for all buses in the state.
- Limit on the number of registrations of private vehicles in a year. As prevalent in some countries like Singapore.
- Improve last mile connectivity through E- vehicles /e-autos.
- Improved plantation – mandatory for agencies to plant trees against the development done and harm done to the environment.
- Improve frequency of buses in Ahmedabad with higher comfort to the passengers.
- Actions to reduce queuing and waiting time on the stations of BRTS and bus stops.
- Integration of modes with single smart card for seamless travel experience and enhance/ facilitate inter modal shift.
- Formulation of vehicle scrap policy- limit on the age of vehicles, e.g. as in Delhi, wherein diesel vehicles more than 10 years and petrol vehicle more than 15 years, from the date of registration are not permitted to run in the city and provisions are made for imposing heavy penalty.
- Comprehensive communication plan for Public Transport access- for the purpose of spreading awareness and more information to the passengers through news media intervention.



Figure 9: Moderated discussion on clean, green and safe public transportation

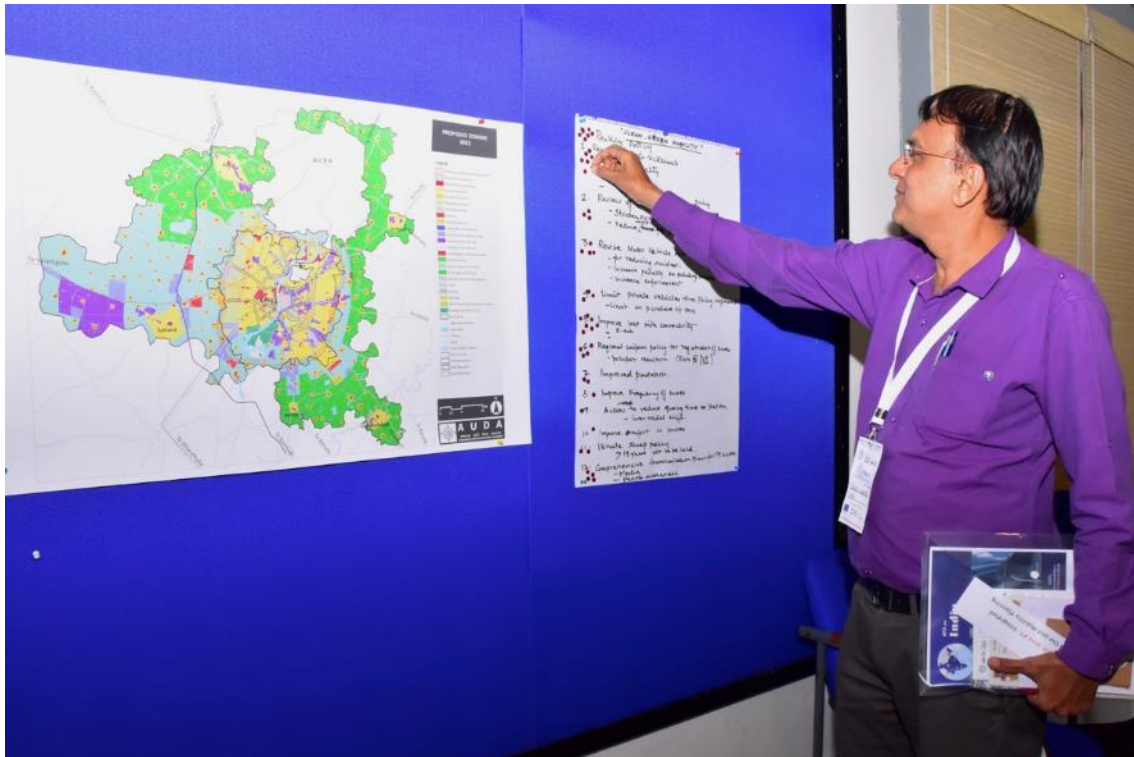


Figure 10: Moderated discussion on clean, green and safe public transportation

Theme 3: Inter-modality and inter-connectivity

Moderator: Mr. N. Sheshadri (UMTC)

The discussion on this theme was mainly focused on the fronts where the city lacks modal integration that leads to problems resulting in inter-modality and inter-connectivity. Issues like lack of seamless transfers due to unavailability of transfer stations, fare integration, information sharing, last mile connectivity from Public Transport and lack of accessibility to transfer stations were also discussed. The participants also brought to attention need for route rationalization and difficulties faced by passengers due to lack of inter-connectivity.

Identified problems:

- Lack of modal integration:
 - Public Information sharing
 - Fare collection / integration
 - Service and operation integration
- Mismatch of skill levels of staff (drivers/conductors) amongst AJL and AMTS
- Lack of 'accessibility' (footpath, crossings at junctions)
- Difficulty in physically connecting stations of different modes. They are located far apart and there is no easy access to the common facilities.
- Lack of "way finding" mechanisms
- Mismatch of routes/ frequencies/ schedules among modes and these are not planned as per actual need of the customers
- Lack of access to passenger information like bus routes, BRTS routes, to end-users.

- Irregular operations of Intermediary Para Transit
- Lack of sharing of existing infrastructure (depot, terminals, parking space, etc.)
- No last mile connectivity – lack of proper feeder/ IPT/ NMT/ Para transit
- No proper planning/analysis/ studies in terms of routes and best suited modes for those routes – lack of coordinated planning and implementation efforts

Proposed solutions:

To achieve interconnectivity, prominent solution of overall improvement in multiple public transport system was proposed. To achieve the same, many small measures were indicated ranging from standardization of way-finding signage’s, fare integration, system integration, development of feeder services, and improvement in all types of public transport infrastructure ranging from workshop-depot, terminal, transfer stations, to pedestrian pathways. Improvement/ development of organisational set-up that looks into inter-connectivity of different modes to achieve an efficient public transport system was also proposed. The following is the list of various solutions consolidated in the discussion by stakeholders:

- Standard formats to be in place for public information systems along with maps/ timetables at all bus stops/ transit stations.
- Standardization of specifications for ITMS systems like - fare collection software, whereby reducing the dependence on Master System Integrators
- Capacity building and training of staff across different modes of transport
- Aligning with national policy on “open loop systems” to enhance the possibility of integration with current and future modes of transport in the city.
- Integrated fare collection (GMRC to develop ticketing on open loop system instead of closed loop so that it is possible to integrate with other modes in the longer run)
- Well defined footpath/ cycle tracks/ skywalks etc. needed along with junction improvement for safe movement of pedestrians
- Signage/ information boards at major trip generation centres for ease of visitors
- Coordinated planning among all modes of transportation
- Transit interchange integration: Multiple station/ stop integration planning with black spot management and accessibility planning – study the city and identify pilot area e.g. Nehru Nagar to Shivranjini/ Kalupur/ Ranip)
- Regularization and planning for running of auto rickshaw, especially in old city areas where they could act as effective public transportation due to road width constraints
- Route rationalization studies
- ITS integration would bring in better coordination especially with the bus (AJL, AMTS) acting as feeder for complimenting with Metro system– to promote better connectivity and better services to citizens
- Feeder services to be provided – electric buses/ midi buses/ autos/ taxi/ NMT
- Coordination and sharing/ bundling of infrastructure like terminal, parking spaces and depots
- Organizational framework / set-up, on the lines of UMTA (Unified Metropolitan Transport Authority) needed
- Coordinated studies to finalize the best suited mode of transportation for a route as well at city level/ policy intervention on the lines of “Metro policy”

- Parking policy



Figure 11: Moderated discussion on multi modal integration



Figure 12: Moderator jotting down points shared by stakeholders

Theme 4: Inter-agency co-ordination and capacity development

Moderator: Dr. Abhijit Lokre (The Urban Lab)

The discussion kicked off by listing down all the agencies that are a part of urban mobility in the city. After listing down all the agencies, different stakeholders pointed out various issues arising due to lack of co-ordination within the system. Various examples were provided on how multiple issues are created due to multiple operating modes. Adding to the same, lack of capacity/ knowledge of the sector further leads to inefficient attempts by agencies. The stakeholders also identified issues like non-availability of common platform for technical/ managerial heads for taking integrated measures. Lack of traffic awareness was pointed out especially by BRTS personnel.

Identified problems:

- Inadequate infrastructure facilities due to poor inter-departmental co-ordination
- Multiple operating modes resulting in chaos
- Lack of capacity within all different hierarchies (Lack of knowledge of the sector)
- Common leadership
- Non – availability of personnel at various levels
- Lack of inter-agency co-ordination
- Lack of integrated planning
- No integration of fares
- Enforcement co-operation
- Lack of funds
- Inefficient Fund management
- Lack of general awareness regarding traffic rules and driving sense.

Proposed solutions:

The participants proposed the formation of an Integrated Transport Department consolidating representatives from all agencies related to traffic and transportation. This according to them will help in bringing all agencies on one platform which can help in integrated development of urban mobility. Further, according to stakeholders, a common leadership can help in making decision making easier and solve inter-agency co-ordination issues. Integration at policy level was also identified as a solution towards sustainable urban mobility. Apart from these solutions, the most important issue put forward by stakeholders was capacity building at various levels starting from driver sensitization, contract and procurement, operations and management, policy level decisions, etc. The following are the list of various solutions consolidated in the discussion by stakeholders:

- Unified/ Single/ Common leadership (one decision making authority)
- Integrated Transport Department (ITD) within Ahmedabad Municipal Corporation
- Statutory integrated transport plan
- Policy level Integration
 - Fare policy
 - Parking policy
 - Vehicle tax policy
- Capacity Building of staff/ drivers/ helpers/ conductors on topics like -

- Public transport operations, maintenance and management
- Contract and procurement
- Policy and planning



Figure 13 Stakeholders listing down issues in inter-agency co-ordination to the moderator

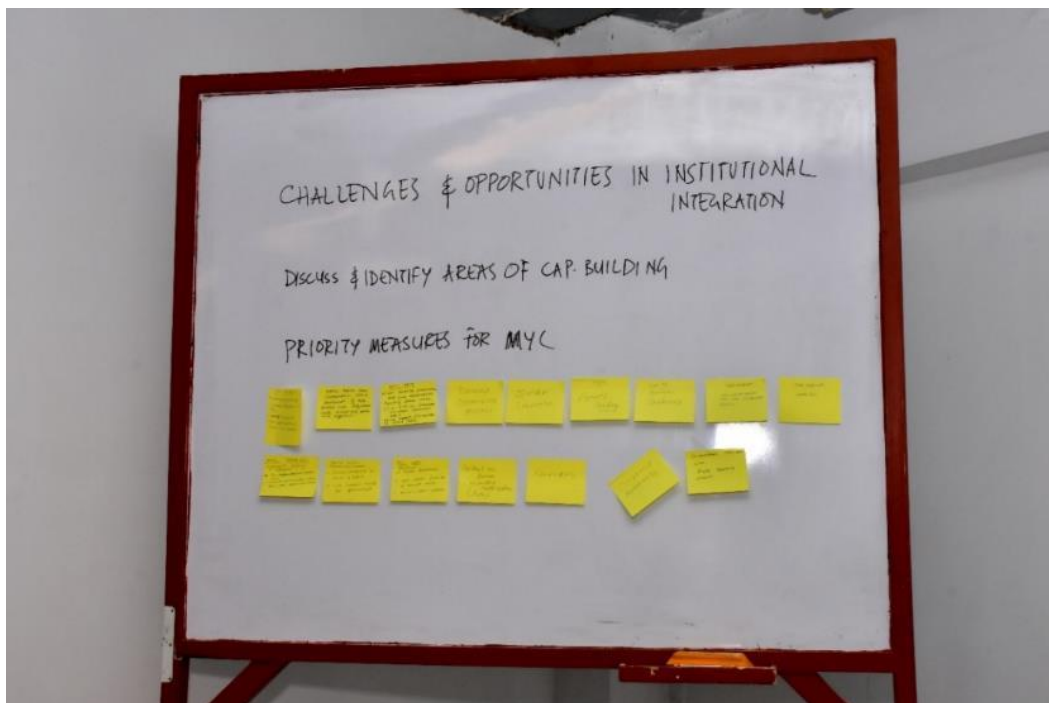


Figure 14 List of issues as received from the stakeholders on inter-agency co-ordination and capacity building



Figure 15 Consolidated ideas for Theme 1

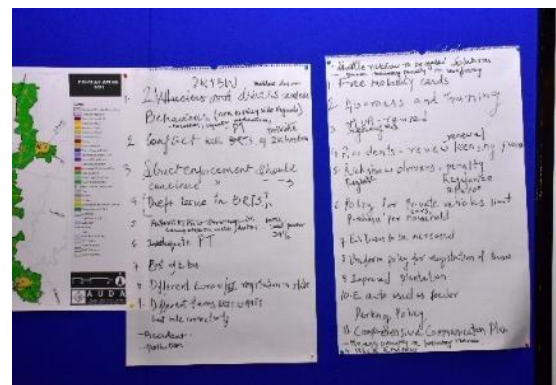


Figure 16 Consolidated ideas for theme 2

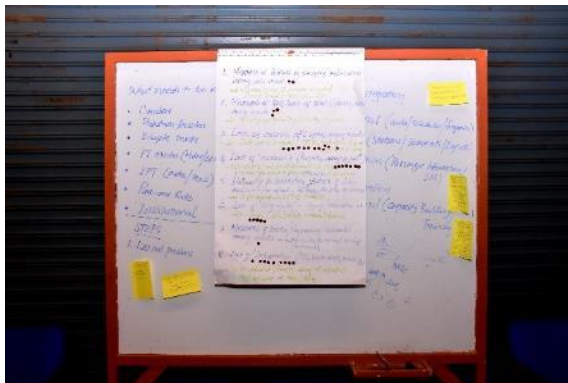


Figure 17 Consolidated ideas for theme 3



Figure 18 Consolidated ideas for Theme 4

The identified issues and proposed solutions were shortlisted during the moderated session based on maximum votes each of the solution received. These solutions were voted by using a "red dot" based voting technique.

Each thematic session was summarized by the rapporteur of each group with the other groups along with the reasoning on how problems were identified, solutions shared, mapping with MYC objectives and shortlisted by voting. The long list including the top 7 to 10 highest voted solutions were then presented to all for formulation of a suitable road map to achieve identified sustainability goals.

The Road map for improving mobility in the city

As part of the first day of workshop, the projects identified, shortlisted and agreed by the stakeholders under each theme were as follows:

Theme 1: Integrated land-use and mobility planning

- Study in old city to understand
 - Pedestrianization of old city
 - Freight movement
 - Parking
 - Comprehensive and sustainable traffic management plan
- Make city EV friendly
 - Policy
 - City planning
- Study along Transit oriented zones (TOZ)
 - Development of the area
 - At 4 FSI, explore the scope for sustainable transit
- Create public awareness around LAP/ TOZ
 - Stakeholder consultations / public engagements around issues of LAP/ TOZ/ TP schemes

Theme 2: Clean, green and safe public transport systems

- Formulation of a parking policy with a recommendation of dynamic parking charges and heavy penalty for offenders
- Regulation of auto rickshaws- for the purpose of improving the driving quality and also control pollution levels in the city by implicating heavy penalty for offenders.
- Revision and amendments in Motor Vehicle Act- For increasing the penalty on polluting vehicles and uniform air pollution standard (Euro IV) for all buses in the state.
- Improve last mile connectivity through E- vehicles like e- autos.
- Comprehensive communication plan for Public Transport access- for the purpose of spreading awareness and more information to the passengers through news media intervention.
- Formulation of comprehensive sustainable mobility plan with focus on old city/ heritage area (increased pedestrianization/ NMT/ etc.)

Theme 3: Inter-modality and inter-connectivity

- Planning of fare collection systems, with long term visioning such that they can be integrated (MEGA)
- Availability of standardized information across public information systems (PIS, maps and signage/ way finders)
- Route rationalization and last mile connectivity
- Accessibility planning especially at station level (footpaths, cycle tracks, skywalks, parking, etc.) e.g. Nehru Nagar station to Shivranjani Chowk
- Traffic management plans to reduce congestion along trunk corridors (e.g. area around Kalupur station)

Theme 4: Inter-agency co-ordination and capacity development

- Legal draft for formation of Integrated Transport Department (ITD)

- Functions
- Mandate
- Department structure
- Human/ technical skill requirement
- Capacity building – Identification of area for capacity building
 - Public transport operations and management
 - ITS / ITMS
 - Contract and procurement
 - Policy and planning
 - Communication and soft skills



Action plan for transformation of mobility in Ahmedabad

A task-force committee comprising of technical heads of major organizations in the city was formed. The second day of the workshop was reserved for the task-force committee meeting. The proceedings of day one was shared with the task force and an in-depth discussion regarding each of the identified projects was held. Based on the stakeholder inputs, Task force shared the progress on related projects and focus area of the city. The final list of projects was prioritised accordingly by Technical Task Force Committee (TFC) for presenting it to the Municipal Commissioner, Shri Vijay Nehra.

Following is the list of projects identified to be taken up as a part of action plan under ‘Mobilise Your City’ (MYC) programme:

- Old city comprehensive urban transport planning/ traffic management (focus on pedestrianization, feeder and last mile connectivity and environmentally conscious mode of transport)
- Planning for implementation of Electric vehicles and supporting infrastructure like charging stations, parking spaces etc.
- Implementation model for Public Bicycle sharing
- Transit interchange integration: Multiple station/ stop integration planning with black spot management and accessibility planning – study the city and identify pilot area e.g. Nehru Nagar to Shivranjini/ Kalupur/ Ranip)
- Establishment of framework for integrated planning and financing functions for public transport within AMC
- Policy level integration (e.g. parking policy, fare policy, vehicle tax policy)
- Capacity Building at all levels pertaining to transport planning, management and operations
 - Public transport operations and management
 - ITS/ ITMS
 - Contract and procurement
 - Policy and planning
 - Communication and soft skills

The summary of the projects identified is annexed herewith the document (Annexure IV).

After briefing of these proposed initiatives with Shri. Vijay Nehra (Municipal Commissioner of Ahmedabad) some of the above projects were dropped, as they were being pursued under other schemes or initiatives in the city. The details of the proposals, their outcomes and current status of the projects identified by Task Force Committee (TFC) and identification of the projects for pursuance under MYC is mentioned in table below:

Sr. No.	Project Title	Description	Status	Role of MYC	AFD's proposed support
PROJECT PROPOSALS BY TASK FORCE COMMITTEE (During MYC day workshop)					
1	Old city comprehensive urban transport planning/ traffic management (focus on pedestrianisation, feeder and last mile connectivity and environment consciousness mode of transport)	Pedestrianisation plan for old city Freight management plan Parking Management plan	Since old city of Ahmedabad is now UNESCO world heritage site, transformation of the city is required in terms of transport infrastructure to make it a tourist friendly city	Comprehensive and sustainable traffic management plan for old city	X (Ho'n Commissioner suggested that it is already being undertaken under a separate mandate by NIUA)
2	Planning for implementation of Electric vehicles and charging infrastructure for different modes of transport	Implementation plan stating placement of electric charging stations, deployment of electric vehicles on each route based on existing routes	Electric vehicles are being procured by the city but implementation plan for the same is not yet in place.	Pre-feasibility studies, assist in preparation of implementation plan for location of charging infrastructure, etc	X (Ho'n Commissioner decided pursue the project post finalization of policies at National level)
3	Operationalization plan for Public Bicycle sharing and linkages with public transport	Implementation of public bike sharing infrastructure Operationalisation plan for Public Bicycle sharing Identification of locations for erecting infrastructure required for implementation of PBS	Study is being carried out by another consultant under Smart city cell	Preparation of pre-feasibility report for implementation of NMT infrastructure and operationalisation of PBS	X (Scrapped later since the project is already being carried out by SCADL)

4	Multimodal integrated investment package (Accessibility planning/ black spot identification) – Identify pilot corridors e.g. Nehrunagar to Shivranjini/ Kalupur/ Ranip)	Identification of locations for development of public transport interchange plan in the city and identification of few important	Draft ToR prepared and shared with AMC	Preparation of project report for development of public transport interchange development plan at one pilot location	Currently being pursued under MYC
5	Establishment of framework for integrated planning and financing functions for public transport within AMC	Facilitating development of an integrated transport department. Identification of multiple organisations to be covered under ITD and their role. Develop an organogram for ITD	Not yet in place	Preparation of a report on development of integrated transport department stating its role and organisation structure	X (Ho'n Commissioner decided to not pursue the project under MYC as it is already being actioned upon)
6	Policy level integration (e.g. parking policy, fare policy, vehicle tax policy)	Review of different existing policies under urban mobility and identification of required policies and revision in existing policy. Integration of policies to formulate common ground for development of urban mobility dynamics in the city	Not yet in place	Hiring a consultant to prepare city level policy interventions for the city, eg parking policy	X (Ho'n Commissioner decided not to pursue the project under MYC for the time being)
7	Capacity Building at all levels pertaining to transport planning and management	Identification of organisations and target groups for capacity building under urban mobility	Identification of various organisations and target groups to be included in capacity building are under process of identification	Study tour and site visits for eg - successful MMI / interchanges	Currently being pursued under MYC

Three projects as mentioned below, were finally shortlisted and finalised to be taken forward under 'Mobilise Your City' (MYC) programme.

- Implementation model for Public Bicycle sharing and linkages with public transport
- Transit interchange integration: Multiple station/ stop integration planning with black spot management and accessibility planning – study the city and identify pilot area e.g. Nehru Nagar to Shivranjini/ Kalupur/ Ranip)
- Capacity Building at all levels pertaining to transport planning, management and operation
 - Public transport operations and management
 - ITS/ ITMS
 - Contract and procurement
 - Policy and planning
 - Communication and soft skills

These projects will be the focus of the programme for more detailed studies. Financial and technical support from European Union and Agence Francaise de Developpement (AFD) will support pre-feasibility studies of each of the identified issue. It is important to note that Ahmedabad city officials focused more towards sustainable development by promoting NMT through bicycle sharing system, improving public transport integration, accessibility planning and capacity building to enhance the knowledge base on urban mobility at various levels.

Way Forward

Project Implementation Unit (PIU) team will develop the Terms of Reference (ToR's) for the identified projects over the next few weeks, in consultation with city stakeholders. Based on these ToR's, AFD with the assistance of the PIU shall select consultants to prepare feasibility reports for the project ideas shortlisted above. The task force shall review the progress of pre-feasibility study in its next meeting and shall report to the Local Steering Committee. It is expected that once the studies are completed and recommendations adopted by the city, resources will be mobilized to implement the study findings.

Following is the proposed tentative timeline for initiatives to be undertaken under MYC programme for Ahmedabad city:

Proposed timeline for initiatives under MYC programme for Ahmedabad city			
Categories	Activities		Timeline
IMP (SUMP) improvement through planning studies	Quick evaluation of Integrated Mobility Plan (IMP)		D+ 12 months
	Identification of gaps and mobility needs for the city for reducing GHG emissions in the city		
	Define requirements and collect required data		
	Incorporate approach to GHG emissions		
Pre - feasibility/ feasibility study	Additional expertise from external agency	Preparation of ToR	D + 2 months
Preparation of feasibility study for physical integration of public transport interchanges in Ahmedabad (Project selected through MYC day - stakeholder's consultation)		Selection of consultant	D+ 3 month
		Preparation of feasibility study	D + 7.5 months
MRV system and mobility observatory (including equipment)	Initial study	i. Define monitoring and evaluation indicators	D + 18 months
	Selection of consultant	i. Technical support in creation of mobility observatory and a specific unit for database management in each city ii. Support the collection at national level of the data generated	
		Procurement of equipment	
Capacity building	Study tour and site visits for e.g. - successful MMI / Electric vehicles along with trainings for staff		Between D+ 1 month to D+ 24 months

Please note: “D” is the date of the workshop. The timelines mentioned above are indicative and can vary subject to mutual understanding.

5 trainings sessions (2 days each) to be provided in the city, as part of PIU scope may be on topics, eg:

- Urban transport and contributions/ impacts on climate change
- MRV (frameworks, methodology, indicator, monitoring mechanisms, etc)
- ITS and ITMS usage in public transportation
- Financing sustainable public transportation
- Contracts and procurement
- Electric mobility

Annexure I – Photographs from the event













Annexure II – Concept Note



Figure 19 Concept note - Front

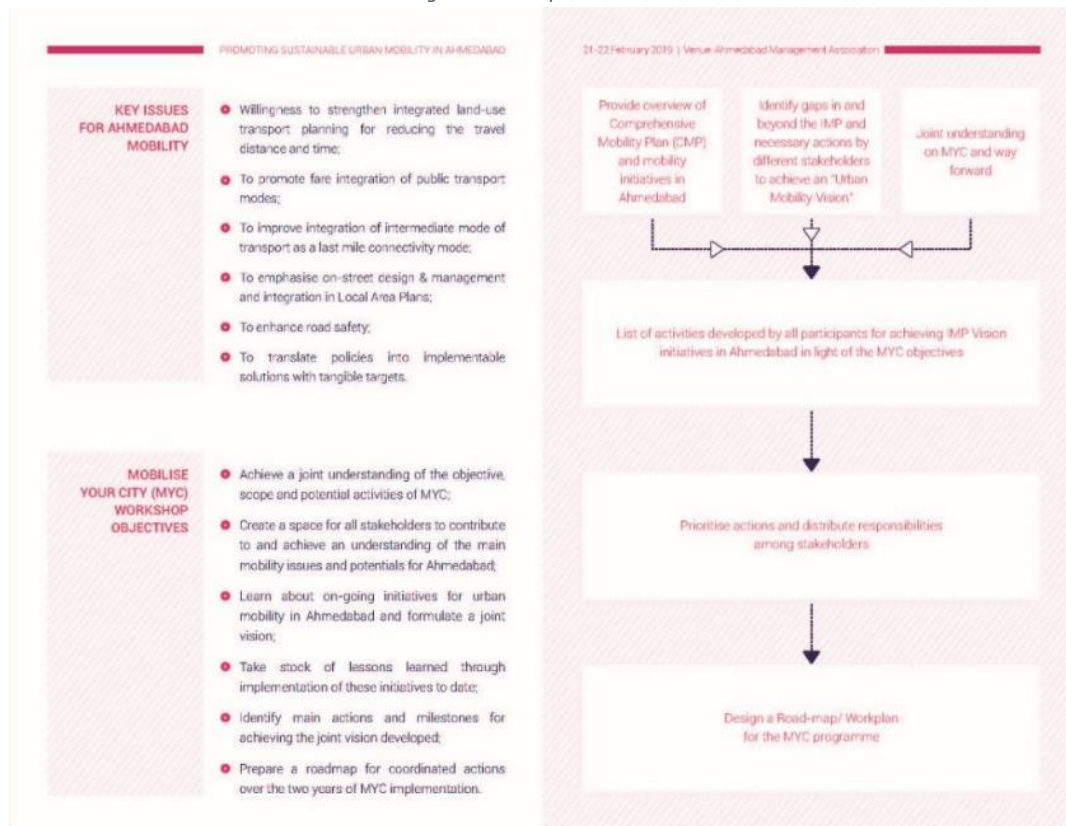


Figure 20 Concept note - back

Annexure III – Agenda of the workshop



PROMOTING SUSTAINABLE URBAN MOBILITY IN AHMEDABAD

*Workshop under the 'Mobilize your City' initiative
EU / AFD cooperation with Ahmedabad*

Agenda

Venue: Ahmedabad Management Association

Feb 21st, 2019

09:30 - 10:00 hours	Registration
10:00 - 11:00	Inaugural Session
10h00	Lamp Lighting
10h05	Welcome speech by AFD
10h10	Welcome address by EU
10h15	Opening Remarks by Dy. Commissioner, AMC and CEO, SCADL
10h25	Special Address by Commissioner, AMC
10h35	Special Address by Commissioner of Police
10h45	Inaugural address by Hon'ble Mayor, AMC
10h50	Signing of MOU
	Group photo session
	Introductory session
11:00 - 11:20	<ul style="list-style-type: none"> • Short overview of MYC by AFD • Introduction of the workshop (program and activities)
11:20 - 11:45	Tea Break
11:45 - 13:00	Session on Ongoing initiatives on urban mobility in Ahmedabad
11h45	Presentation by AMC/SCADL on Mobility initiatives by AMC, particularly those under the Smart Cities Mission and the future plans
12h05	Presentation by Commissioner of Police on the enforcement issues in traffic, and possible support initiatives
12h25	Presentation by Metro-Link Express for Gandhinagar and Ahmedabad (MEGA) on plans for next 25 years and challenges going forward
12h45	Presentation by Prof. Shivanand Swamy, Centre of Excellence in Urban Transport, CEPT University: overall mobility challenges, flagship initiatives and issues going forward
	Question and Answer (5 min after each session)
13:00 - 14:00	Lunch Break





Participatory Sessions

Participants to be divided into 4 groups on the following thematic areas. Each group will designate a moderator and a rapporteur to identify gaps and solutions. Conclusions will aid crystallization of a roadmap for sustainable urban mobility in Ahmedabad.

Thematic area #1: Integrated Land Use and Mobility Planning

This group will focus on gaps and opportunities in existing Land Use and Transport policy frameworks, including Comprehensive Mobility Plan (CMP)/Integrated Mobility Plan (IMP), Transit Oriented Development (TOD), Local Area Plan (LAP), etc.

“Are current plans conducive to reducing emissions?”

Moderator: Ms. Vanishree Herlekar

Thematic area #2: Clean, Green and Safe Public Transport Systems

This group will focus on gaps and opportunities within public transport systems, such as bus, IPT, NMT etc., with a focus on alternate solutions such as e-Mobility towards reducing GHG emissions.

“Hey Ahmedabad! Is my Public Transport ‘green’?”

14:00 – 16:00

Moderator: Ms. Kinjal Pillai, CEE

Thematic area #3: Inter-modality and Interconnectivity

This group will focus on existing problems and strategies for seamless multi-modal integration, and issues of shared mobility.

“Are we integrated multi-modally?”

Moderator: Mr. N Seshadri, UMTC

Thematic area #4: Inter-Agency Coordination and Capacity Development

This group will focus on operational aspects and capacity building of agencies to implement various components of the MYC Programme to ensure sustainable urban mobility in Ahmedabad.

“Do all agencies work in tandem in Ahmedabad? How can we improve our functioning?”

Moderator: Dr. Abhijit Lokre, The Urban Lab

16:00 – 16:15

Tea Break

16:15 – 16:45

Summary of activities across the thematic groups

16:45 – 17:00

Closing Session

Wrap up of the day





PROMOTING SUSTAINABLE URBAN MOBILITY IN AHMEDABAD

*Workshop under the 'Mobilize your City' initiative
EU / AFD cooperation with Ahmedabad*

Agenda

Venue: Ahmedabad Management Association

Feb 22nd, 2019: Restricted to the Task Force Committee

10:00 - 11:00 hours	Brainstorming Session 1: Adaptation of the conclusions of the workshop to the Vision Particular attention that the first outputs of the Planning Workshop take into account climate change mitigation actions.
11:00 - 12:00	Brainstorming Session 2: Identification and validation of work packages Classification of the actions regarding their feasibility, their timeline (discussed during day 1) under 'work packages' for AFD technical assistance.
12:00- 13:00	Executive debriefs and validation of the road map to HE Commissioner This session will be presentation of the results to AMC and finalisation/validation of the proposed road map to the Steering Committee/ major stakeholders.



Annexure IV – Proceedings of MYC day – Ahmedabad

Priority solutions (Session 1: Integrated Land Use and Mobility Planning)

- Study in old city to understand –
 - Pedestrianisation of old city
 - Freight movement
 - Parking
 - Comprehensive and sustainable traffic management plan
- Study along Transit oriented zones (TOZ)
 - Development of the area
 - At 4 FSI, explore the scope for sustainable transits
- Make city EV friendly
 - Policy
 - City planning
- Create public awareness around LAP/ TOZ
 - stakeholder consultations / public engagements around issues of LAP/ TOZ/ TP schemes

Priority solutions (Session 2: Clean, Green and Safe Public Transport Systems)

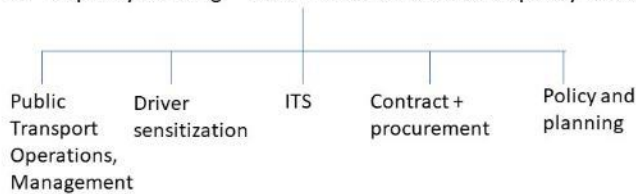
- Formulation of a parking policy with a recommendation of dynamic parking charges and heavy penalty for offenders
- Regulation of auto rickshaws- for the purpose of improving the driving quality and also control pollution levels in the city by implicating heavy penalty for offenders.
- Revision and amendments in Motor Vehicle Act- For increasing the penalty on polluting vehicles and uniform air pollution standard(Euro IV) for all buses in the state.
- Improve last mile connectivity through E- vehicles like e- autos.
- Comprehensive communication plan for PT access- for the purpose of spreading awareness and more information to the passengers through news media intervention.
- Formulation of comprehensive sustainable mobility plan with focus on old city/ heritage area (increased pedestrianization/ NMT/ etc)

Priority solutions (Session 3: Intermodality and interconnectivity)

1. Planning of fare collection systems, with long term visioning such that they can be integrated (MEGA)
2. Availability of standardized information across public information systems (PIS, maps and signage/ way finders)
3. Route rationalization and last mile connectivity
4. Accessibility planning especially at station level (footpaths, cycle tracks, skywalks, parking, etc) eg Nehru Nagar station to Shivranjani Chowk
5. Traffic management plans to reduce congestion along trunk corridors (eg. area around Kalupur station)

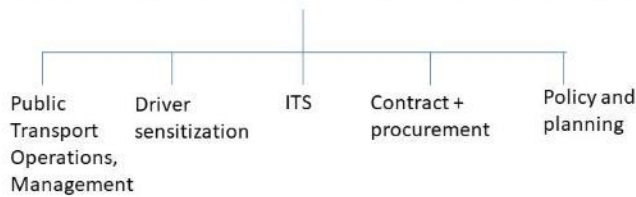
Priority solutions (Session 4: Interagency co-ordination and capacity building)

1. Legal draft for formation of Integrated Transport Department (ITD)
 - Functions
 - Mandate
 - Department structure
 - Human/ technical skill requirement
2. Capacity building – Identification of area for capacity building



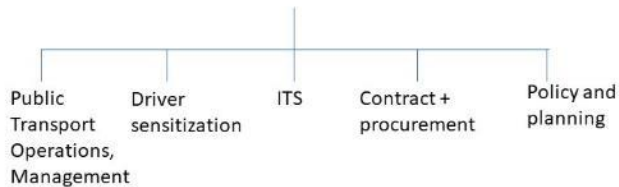
Priority Identified (in round 1)

1. Old city comprehensive urban transport planning/ traffic management (focus on pedestrianisation, feeder and last mile connectivity and environment consciousness mode of transport)
2. Planning for implementation of Electric vehicles and Charging infrastructure for different modes of transport.
3. Operationalization plan for Public Bicycle sharing and linkages with public transport
4. Multimodal integrated investment package (Accessibility planning/ black spot identification) – Identify pilot corridors e.g. Nehrunagar to Shivranjini/ Kalupur/ Ranip)
5. Establishment of framework for integrated planning and financing functions for public transport within AMC
6. Policy level integration (e.g. parking policy, fare policy, vehicle tax policy)
7. Capacity Building at all levels pertaining to transport planning and management



Priority Identified (in final briefing session)

1. Operationalization plan for Public Bicycle sharing and linkages with public transport
2. Multimodal integrated investment package (Accessibility planning/ black spot identification) – Identify pilot corridors e.g. Nehrunagar to Shivranjini/ Kalupur/ Ranip)
3. Capacity Building at all levels pertaining to transport planning and management



ANNEXURE V – Technical Task Force Committee (TFC)

The technical Task Force Committee (TFC) as formed for Ahmedabad city is as follows:

Organization	Nomination (Name)	Designation	Role
Ahmedabad Municipal Corporation (AMC)	Mr. Rakesh Shankar (IAS)	Deputy Municipal Commissioner, AMC/	Chairperson
Smart City Ahmedabad Development Limited (SCADL)		CEO of Smart City Ahmedabad Development Ltd. (SCADL)	Member
Ahmedabad Urban Development Authority (AUDA)	Mr. P.K. Tuvar	Additional Chief Town Planner (AUDA)	Member
Ahmedabad Traffic police	Mr. Sanjay Kharat (IPS)	Deputy Commissioner of Police (DCP)	Member
Ahmedabad Janmarg Ltd. (Ahmedabad BRTS)	Mr. Deepak Trivedi	General Manager (Operations), AJL	Member
Ahmedabad Municipal Transport Service (AMTS)	Mr. Sanjay J. Patel	Deputy Manager (Technical), AMTS	Member
Traffic cell, AMC	Mr. P.A. Patel	Additional City Engineer	Member
Metro Link Express for Gandhinagar and Ahmedabad (MEGA)	Mr. Siddharth Kumar Aggarwal	Senior planner (Transport)	Member
Technical Expert	Ms. Nitika Bhakuni	Associate Professor (CoE-UT, CEPT University)	Member
Technical Expert	-	-	Member