

Ahmedabad, India

Partner city

Status of the project: ongoing technical assistance



Basic Information

Urban area: 1,866 km²

Population: 7,800,000 | Growth rate: 2.54%

GDP per capita: USD 2,771

Modal Share:

(Source: Metro DPR)

Formal public transport: 11.4%

Informal public transport: 6.1%

Walking: 37.2%

Cycling: 9.1%

Private cars: 3.9%

Private motorbikes or 2-wheelers: 25.9%

Other: 6.3%

National GHG emissions per capita: 2.41 (tCO₂e)

Exposure to climate change: MEDIUM

Region capital city

Context

Ahmedabad is one of the oldest and densely populated cities in Gujarat and being a hub to industries, including manufacturing, services, textiles etc. is further experiencing rapid growth in its region. The Greater Ahmedabad (GA) region is expected to grow from 8.1 million in 2011 to about 12.5 million in 2031. Major industrial developments in the city are being planned in areas like Viramgam, Changodar and Bechraji Special Investment Regions (SIRs) in western and south west part of the Greater Ahmedabad area. To strengthen the growth in city, another major employment node, called GIFT city is being planned between Ahmedabad and Gandhinagar as a major financial centre. While some industrial investments are also being envisaged in Kadi, Kalol, and Mehmedabad; Sanand, Dehgam, Kheda and Bavla are being developed as residential towns.¹

All these planned developments are going to add another 1.75 million trips in the study area by 2031, a 15%-fold increase from the current levels. Today, about 21% of population is covered by public transport system in Ahmedabad, whereby the mode share for Public Transport is about 11 per cent with about 0.9 million passengers boarding on AMTS (Ahmedabad Municipal Transport Service) buses and 0.15 million on BRTS. Ahmedabad has a compact city structure having poly centric nodes & mixed land use throughout the city, along major roads. Trip patterns are dispersed as a result of which the average trip lengths (5.5km) are lower than comparable size cities in India.

Until 2007, Urban Transport was a State function, and had been systematically been taken care of in the city of Ahmedabad, especially in the old heritage city. Ahmedabad Municipal Transport Services (AMTS) consists of 201 routes covering 549 kms of road. AMTS has a coverage area spread over 88% of developed AMC area. With reference to the AMTS data 2012, it caters to 11% of trips within the city i.e. 0.9 million passengers per day. The first closed system BRT in India has been deployed in Ahmedabad in 2009 and is operated Ahmedabad Janmarg Limited (AJL), a special purpose vehicle (SPV) formulated by Ahmedabad Municipal Corporation, Ahmedabad

¹ Integrated Mobility Plan for Greater Ahmedabad Region, Vol. 1

Urban Development Authority and Government of Gujarat. The BRT system operates on 13 routes with a network length of 82 kms with a daily ridership of 130,000 passengers daily with peak headways of 2.5 to 3 minutes.

Ahmedabad Municipal Corporation, the local counterpart, has the mandate and responsibility to finance bus transport infrastructure, whereby it can possibly borrow from international finance sources too. The performance of bus services is monitored and evaluated periodically by Municipal Corporation.

The local authority is willing to strengthen integrated land-use transport planning, aiming at addressing the lack of land for public spaces, public transport utility or depots and the absence of walking and cycling infrastructure. Other important challenges are the promotion of fare integration of public transport, the last mile connectivity, the reduction of the travel distance and time and the adoption of on-street design, management, and integration in Local Area Plans.

The technical assistance contributes to institutional strengthening by strengthening the capacity of urban local bodies on mobility issues and sustainable urban development. This program aims at undertaking the strategic studies and as well provide knowledge sharing to the city stakeholders through capacity buildings.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: European Union

Funding amount: Approx. EUR 700,000

Implemented by: AFD through the MobiliseYourCity India Project and supported by UMTC as Project Implementation Unit

Local counterpart: Ahmedabad Municipal Corporation

Supported Activities:

1. Preparation of SUMP & creation of mobility observatory
2. Preparation of Handbook for Physical Planning of Transit Interchanges
3. Capacity Building activities for stakeholders in the city

Status of implementation

Project start: October 2018

Expected project completion: Last quarter 2021

Completed outputs:

- MoU signed and MobiliseDays conducted – Feb 2019
- First three meetings for Local Steering committee completed – October 2019, December 2019, and January 2021
- Training & capacity building workshops – October 2019, December 2019, February 2020
- Online Webinars were conducted during the period of June 2020 – January 2021

Next expected outputs:

- Final Report for study on Handbook for 'Physical integration of Interchange Stations'
- Mobilization of Consultant and first report of SUMP

Core impact indicators baselines

Indicator	Baseline – N/A
Total annual transport related GHG emissions (Mt CO ₂ eq)	2273.7 Gg CO ₂ eq ² As per 2015 study
Annual transport related GHG emissions per capita (kg CO ₂ eq)	1.8 t CO ₂ eq / capita ³ As per the 2015 study
Access to public transport Proportion of the population living 500 meters or less of a public transport stop	21% (IMP 2031)
Air pollution Mean urban air pollution of particulate matter (in µg PM2.5) at road-based monitoring stations	33 µg/m ³ of PM2.5 ⁴ As on Date 13-02-2021
Road safety Annual traffic fatalities in the urban area, per 100,000 inhabitants	5 fatalities / 100,000 hab (2019)
Affordability of public transport Percentage of disposable household income spent on public transport for the second quintile household income group	N/A

Highlights in the past year

Since June 2019, three training workshops took place in Ahmedabad through EU and AFD along with support from WRI and UMTC as project implementing unit. These training workshops were on following topics:

1. Low carbon and sustainable urban transport
2. Contracts and procurement
3. Road safety

During 2020, due to the covid-19 restrictions, all the physical trainings were conducted on digital platform.

The first MobiliseYourCity Day of February 2019 in Ahmedabad has permitted the identification of multiple projects by the stakeholders. Two projects have been chosen later by the Steering Committee and validated by the AMC for implementation under MobiliseYourCity program in Ahmedabad:

- Preparation of Sustainable Urban Mobility Plan (SUMP), this SUMP will include the upgrade of the Integrated Mobility Plan of Ahmedabad (IMP) prepared in 2014. The tender was prepared in June 2020 and relaunched on November 2020. Procurement of consultant is underway.

Preparation of a “Handbook for physical integration of transit interchanges”: The contract for study on preparation of “Handbook for physical integration of transit interchanges” has been signed mid- January 2020, consultant has been engaged but the launch of the activities has been affected by the pandemic situation in France in in India since March 2020. Data collection, surveys, etc. became difficult due to covid-19 situation and drastic change in existing traffic scenario. Modification of scope was agreed upon on November 2020 and Ahmedabad Municipal Corporation endorsed the Diagnostic Report submitted by the consultant (Consortium of Artelia Ville & transport and AREP) in Dec 2020. Consultant will prepare a Handbook including guidelines for physical planning of transit interchanges based on 3 examples of stations, selected through online workshop with AMC. Final report is due in May 2021.

2 http://wgbis.ces.iisc.ernet.in/energy/paper/GHG_footprint/RSER_bharath2015.pdf

3 http://wgbis.ces.iisc.ernet.in/energy/paper/GHG_footprint/RSER_bharath2015.pdf

4 <https://aqicn.org/station/>