

Ahmedabad, India

Sustainable Urban Mobility Plan

Completed

Basic information

Urban area	→ 1,866 km ²
Population	→ 7,800,000
Growth rate	→ 2.54%
Region capital city	
GDP per capita	→ USD 7,300
Baseline motorisation rate	→ approximately 586 vehicles/1,000 inhab.

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%
Annual transport emissions per capita	→ 2.41 (tCO ₂ eq)
Exposure to climate change	→ MEDIUM



Context

Ahmedabad is the 7th largest metropolis in India and the largest city in Gujarat, forming the core of the rapidly expanding Greater Ahmedabad region. Strategically located at a crossroads for goods movement between Gujarat and neighbouring states, it will further strengthen its role with the Western Dedicated Freight Corridor, reinforcing its position as a major logistics and trade hub. As the economic capital of Gujarat and increasingly integrated with Gandhinagar through major transport infrastructure, Ahmedabad plays a pivotal metropolitan role in regional development and intercity connectivity.

Support from the Partnership

Technical Assistance: Support to develop a Sustainable Urban Mobility Plan (SUMP) and establishment of Urban Mobility Observatory in Nagpur, Kochi, and Ahmedabad

Funded by: European Union (EU)

Funding amount: EUR 900,000

Implemented by: Agence Française de Développement (AFD) through the MobiliseYourCity India Project

Local counterpart: Ahmedabad Municipal Corporation

Consultant(s) involved: TRANSITEC, Des Villes et Des Hommes, Suez Consulting

SUMP report: No public SUMP report available

SUMP Summary

SUMP Status	Not formally adopted
SUMP Development Timeline	Ahmedabad joined MobiliseYourCity in Q2 2017 Project start: Q4 2018 Project completion: Q4 2023 SUMP has been developed and completed
SUMP Vision	"Integrate the city's structure and transport system to achieve safe, accessible, affordable, and cleaner mobility, leading to a better quality of life and economic development."
Key expected results (GHG, modal share and access)	<ul style="list-style-type: none">• Higher mobility performance (+148% pkm) with limited GHG impacts (+11% vs BAU).• Lower growth in vkm (+21%), reducing congestion and emissions.• Reduced dominance of private motorised modes in total GHG emissions (from 83% → 59%).• Improved carbon efficiency, with lower emissions per passenger-kilometre.• Higher mobility per inhabitant (2942 pkm/year/inhabitant), indicating better accessibility, especially compared to BAU.
Total SUMP Investment Requirement	The total cost of the SUMP measures is EUR 4.37 billion for investment and EUR 15.33 million for functioning until 2041.

SUMP preparation process and stakeholder involvement

The SUMP covers the Greater Ahmedabad Region, integrating Ahmedabad and Gandhinagar and their respective development authorities. The study area includes the Ahmedabad Study Area (ASA) and the Greater Ahmedabad Metropolitan Region (GAMR).

Stakeholder consultations occurred through:

- Steering committee chaired by Ahmedabad Municipal Corporation (AMC) Commissioner
- Bilateral meetings with AMC, Ahmedabad Janmarg Limited (AJL), Gujarat Metro Rail Corporation Limited (GMRCL), Ahmedabad Urban Development Authority (AUDA)
- Dedicated consultation note delivered as part of SUMP outputs

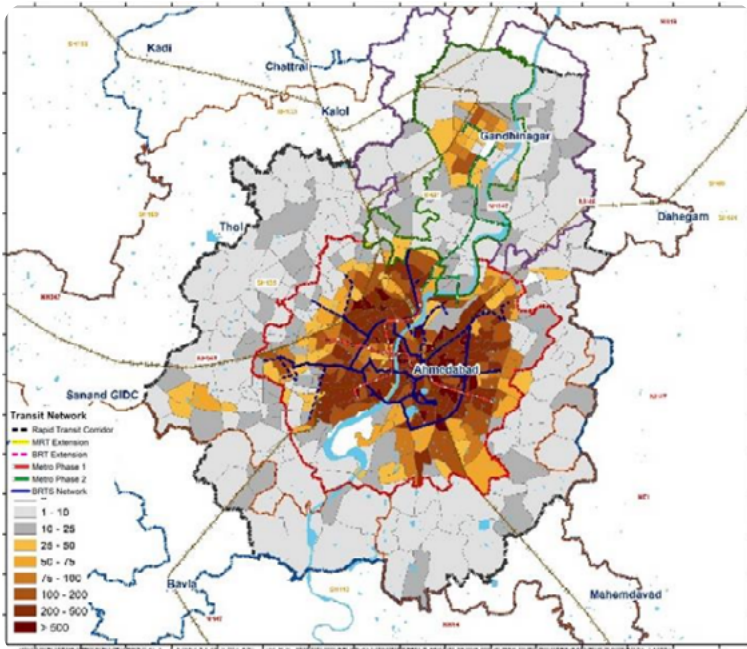


Figure 1 Functional area for Ahmedabad's SUMP

Diagnosis of urban mobility in Ahmedabad

Institutional and regulatory framework

The institutional and planning framework in Ahmedabad demonstrates significant maturity, supported by a comprehensive range of policies, plans, and institutions. The Ahmedabad Municipal Corporation (AMC) serves as the central coordinating body for most transport services, with key entities such as AJL, Ahmedabad Municipal Transport Services (AMTS), and Sustainable Urban Mobility Plan (SUMP) operating under its umbrella. This structure facilitates coherent coordination of mobility projects within the municipal jurisdiction, and collaboration between Municipal Corporations and their respective Development Authorities (responsible for urban planning, roads, and flyover construction) generally functions smoothly.

However, significant coordination gaps exist at the metropolitan scale. The Greater Ahmedabad Metropolitan Region (GAMR) lacks a unified transport authority at either the state or metropolitan level, despite recommendations in the Integrated Mobility Plan (IMP) under the UMTA Act and the National Urban Transport Policy (NUTP).

State and central governments play a dominant role in funding public transport and road infrastructure. Major transport-related Special Purpose Vehicles (SPVs), including AJL, Smart City Ahmedabad Development Limited (SCADL), and GMRCL, operate as joint ventures between the Government of Gujarat and the Government of India or receive substantial subsidies. This funding structure constrains AMC's planning and decision-making autonomy. Local authorities generate limited revenue from the mobility sector and depend heavily on state and national grants. Budget allocations prioritise roads, bridges, and flyovers, while investment in non-motorised transport remains minimal. Public transport services operate at a financial loss, and there is no dedicated mobility fund for local authorities.

Transport infrastructure and network coverage

Population growth and rising purchasing power have intensified mobility demand and driven increased vehicle ownership. Car ownership has nearly doubled since 2012. Parking remains largely unregulated, resulting in widespread, unorganised on-street parking and insufficient off-street facilities in both commercial and residential areas.

Despite the availability of numerous mobility options, current trends suggest that private motorised vehicles will continue to dominate future demand. Public transport offers strong spatial coverage,

with 66% of the population served by high-frequency routes, and mass transit developments provide a potential backbone for the network. However, AMTS's fleet size, ridership, and overall performance have been declining, and public transport modal shares have decreased since 2000.

Metro Phase 2 is expected to establish a vital link between Ahmedabad and Gandhinagar. The Intermediate Public Transport (IPT) sector requires updated policies, acts, and regulations to enable proper oversight and integration. The absence of regulatory frameworks has led to direct competition between IPT and institutional public transport, contributing to a significant modal shift from public transport to IPT, particularly among women, between 2012 and 2022.

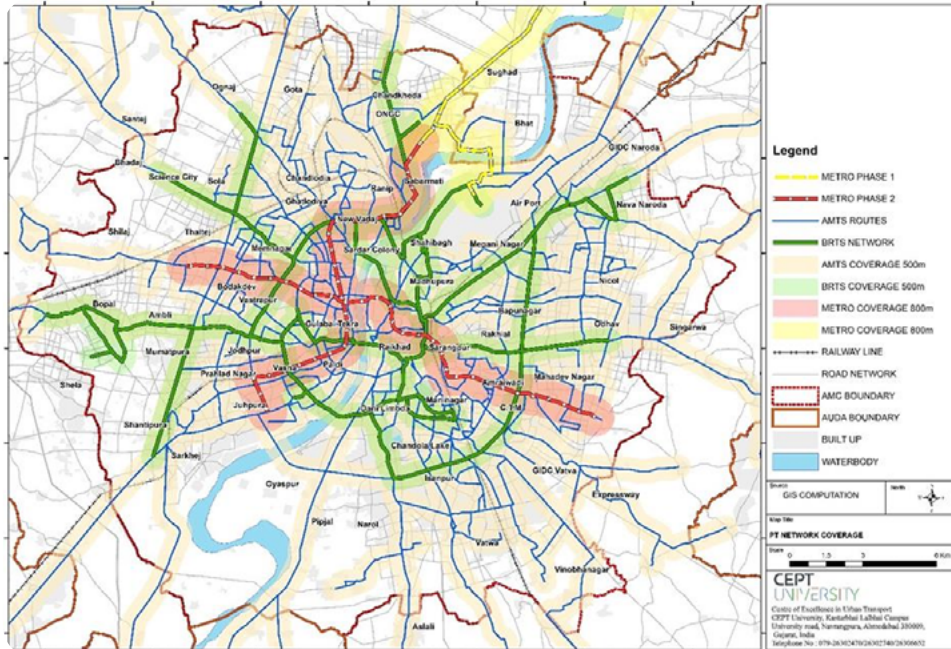


Figure 2 Coverage of Public Transport in Ahmedabad

Modal split

Non-motorised transport (NMT) maintains the highest modal share yet receives almost no public funding or dedicated infrastructure. This situation mirrors patterns observed in other Indian cities. The development of NMT infrastructure must be regulated to prevent misuse, including the regulation of street activities and parking, especially in pedestrian areas.

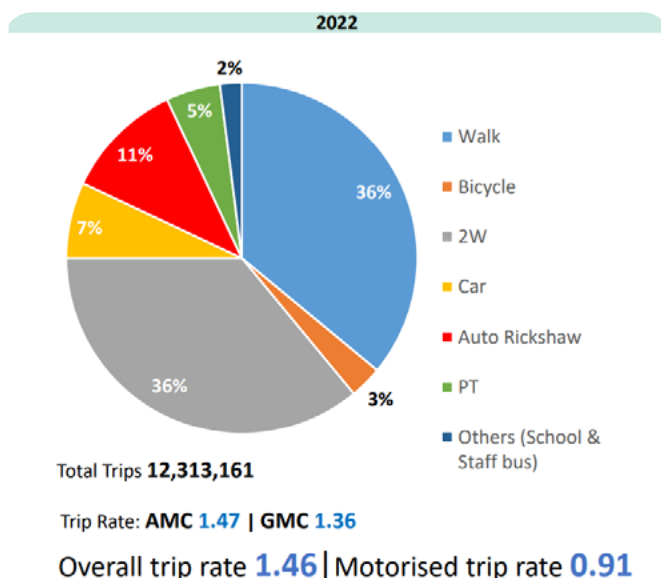


Figure 3 Modal share of urban mobility in Ahmedabad

Road safety analysis

Non-motorised vehicle users are the most affected group in terms of fatalities and serious accidents. Two-wheeler users constitute the second most vulnerable category, accounting for 43% of fatalities. Trucks are identified as the primary cause of these fatalities.

Urban Freight

Ahmedabad's strategic position as a crossroads for goods movement between Gujarat and neighbouring states will be reinforced by the completion of the Western Dedicated Freight Corridor. An increase in freight exchanges is anticipated, making a comprehensive freight strategy increasingly urgent. In nearly all major freight-generating areas, insufficient parking provision and management pose significant challenges. Furthermore, as the city has expanded, industrial and commercial activities that were once on the periphery now fall within urban jurisdictions, creating conflicts with other urban activities.

Social aspects of mobility

Between 2012 and 2022, a massive modal shift from public transport to IPT has been observed among women. The integration of IPT into the formal transport system is therefore critical to ensuring gender equity in mobility access. Environment (air pollution and GHG emissions, noise)

Environmental Impacts

Air pollution remains a major concern. Levels of inhalable Particulate Matter (PM) in ambient air pose significant risks to citizens' health and well-being. The transportation sector is the second-largest source of GHG emissions in Ahmedabad after the domestic sector. Private motorised vehicles and IPT vehicles account for the largest share of passenger transport GHG emissions, both in the reference year and projected for 2041 under a business-as-usual scenario. Passenger transport GHG emissions are expected to increase by 58% by 2041, driven primarily by rising demand for private motorised vehicles.

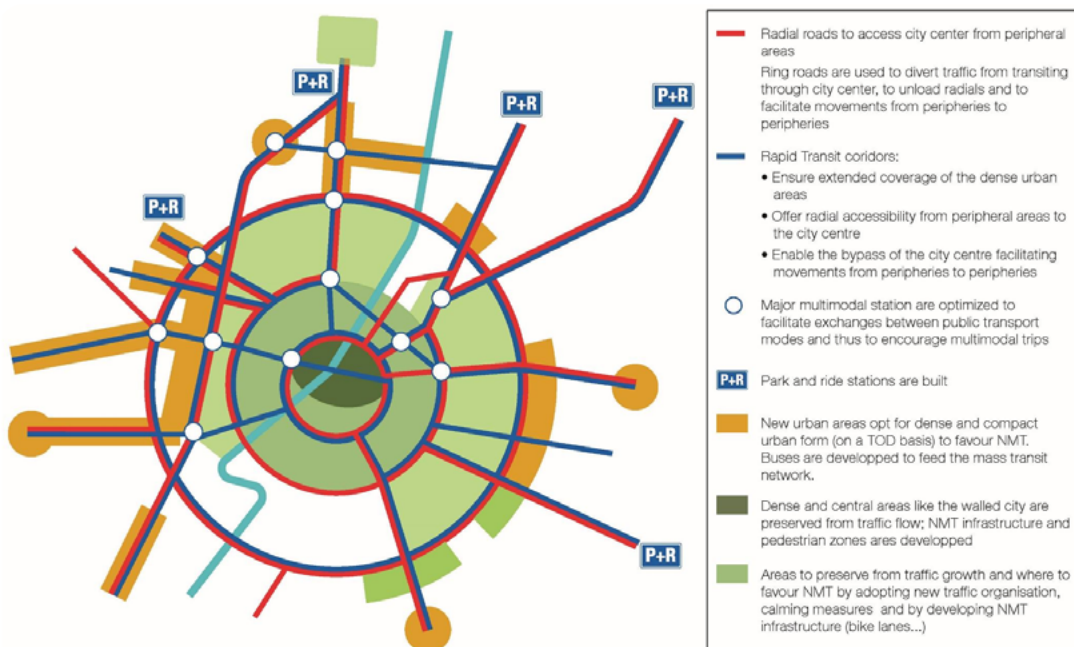


Figure 4 Multimodal strategy for Greater Ahmedabad Region

SUMP visions and goals

“Integrate the city structure and transport system towards a safe, accessible, affordable, and cleaner mobility, towards a better quality of life and economic development”.

Seven key challenges were identified to translate this vision into a strategy for the development and improvement of a sustainable urban mobility system:

1. Assign clear responsibilities and funding for urban mobility;
2. Plan for urban forms and land use that minimise travel distances;
3. Mitigate the growth of private vehicle use and encourage modal shift from private vehicles to public transport, cycling and walking;
4. Develop an integrated public transport system;
5. Develop complete streets and facilitate access to the integrated transport system;
6. Promote energy efficiency, reduction of the emissions of GHG and air pollutants by the private and public vehicle fleet and road safety improvement;
7. Improve efficiency and reduce externalities of the freight system.

Test scenarios and selected scenario

Four scenarios were developed to test different road, public transport, and land-use strategies. They are all based on common strategies and measures regarding governance, NMT, parking, traffic management, IPT, freight and electrification.

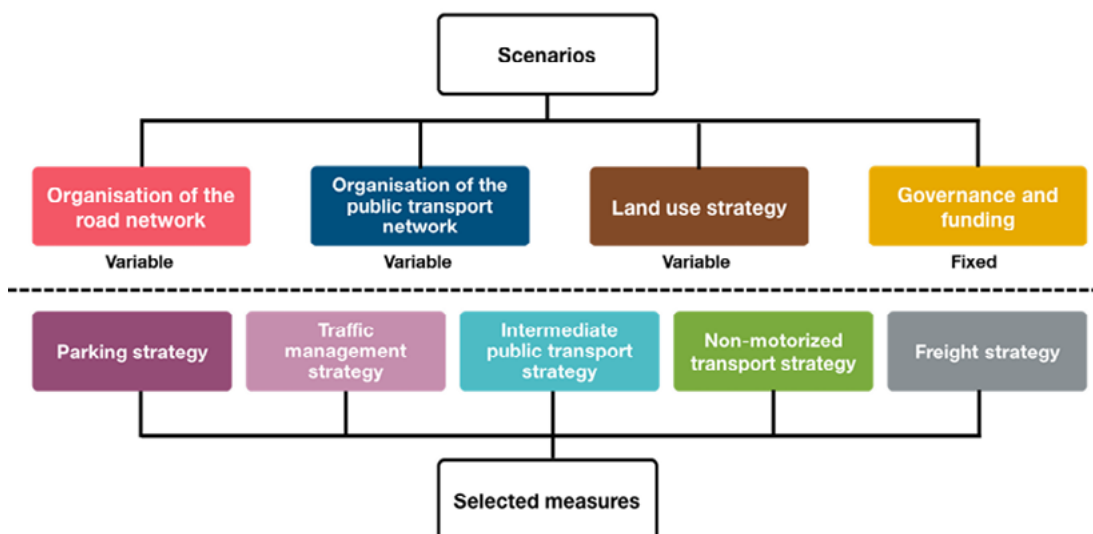


Figure 5 Scenarios proposed for Ahmedabad's SUMP

To assess their impact on the city development and on mobility behaviours, the scenarios were evaluated and compared with a business-as-usual projection based on trends observed during the diagnosis phase.

Following discussions and deliberations on various scenarios, alternatives, and options under SUMP with all stakeholders in the steering committee (chaired by Commissioner AMC), a Proactive Scenario E was developed. The Proactive Scenario includes recommendations from the steering committee meeting and bilateral meetings with AMC, AJL, GMRCL, and AUDA during the scenario evaluation stage. The proactive scenario E was selected as the preferred scenario.

Figure 6 Urban transport emissions for Ahmedabad

SUMP key measures

Seven-axis structure for the action plan to be implemented by 2041 to translate the vision and address the key challenges identified for the Greater Ahmedabad Region. The total investment across all strategic axes amounts to 45,205 Cr INR, equivalent to approximately €4.26 billion.

Cluster	Measure (brief description)	Cost estimate (EUR) ¹	Proposed financing source
Governance & Funding	Axis A: Assign clear responsibilities and funding for urban mobility	1,603,774	Government of Gujarat; AMC/GMC
Urban Planning	Axis B: Plan for urban forms and land use that minimise travel distances	1,665,754,717	Government of India; Government of Gujarat; AUDA/GUDA; AMC/GMC
Parking & Traffic Management	Axis C: Mitigate the growth of private vehicle use and encourage a modal shift from private vehicles to public transport	23,018,868	AMC/GMC
Public Transport Integration	Axis D: Develop an integrated public transport system	2,198,396,226	Government of India; Government of Gujarat; AMC/GMC
Active Mobility	Axis E: Develop complete streets and facilitate access to the integrated transport system	89,811,321	AUDA/GUDA; AMC/GMC
Urban Freight	Axis F: Improve efficiency and reduce externalities of the freight system	1,603,774	Government of India; Government of Gujarat; AMC/GMC
Clean Mobility / Electrification	Axis G: Promote energy efficiency and GHG emissions mitigation	284,433,962	Government of India; Government of Gujarat; AMC/GMC

SUMP expected results and impact

Indicator		Baseline - 2022	Projected 2041 BAU	Projected 2041 SUMP scenario
Total annual GHG emissions (Mt CO₂eq)	Decrease of 23,45%	2022: 0.321 Mt CO ₂ eq	2041: 0.388 Mt CO ₂ eq)	only 2041 Proactive D: 0.297 Mt CO ₂ eq
Annual transport-related GHG emissions per capita (kg CO₂eq)		2021-2022: 83.4 kg CO ₂ eq/capita	N/A	N/A
Access Increase in the proportion of the population living within 500 meters of a public transport stop		N/A	N/A	N/A
Air pollution Decrease in mean urban air pollution of particulate matter (in µg PM _{2.5}) at road-based monitoring stations		PM ₁₀ (2019): 159 µg/m ³ (PM _{2.5} not reported)	N/A	N/A

¹ Exchange rate (USD→EUR): 1 USD = 0.85 EUR

Indicator		Baseline 2022	Projected 2041 BAU	Projected 2041 SUMP scenario
Modal share Increase in the modal shares of trips by public transport, walking and cycling	Increase by 112.5% OR growth of ~22.5 percentage points	2022 baseline: Walking 36% Cycling 3% Public transport 5%	Total PT share 2041: 20%	Total PT share 2041: 35–50%)
Road safety Decrease in traffic fatalities in the urban area, per 100,000 inhabitants		2019: 5.3 fatalities / 100,000 inhabitants	N/A	N/A
Affordability of public transport Percentage of disposable household income spent on public transport for the second quintile household income group		N/A	N/A	N/A

Insights from practice: Lessons learned from the SUMP development process

Early use of scenario-based modelling helped align stakeholders around the long-term impacts of different mobility choices.

The SUMP process placed strong emphasis on comparing Business-as-Usual, Active, and Proactive scenarios using quantitative indicators such as vehicle kilometres travelled, public transport mode share, congestion levels, and GHG emissions. This evidence-based comparison made trade-offs visible and facilitated informed discussions during workshops with public authorities and technical partners, strengthening consensus on prioritising public transport, TOD, and demand management measures over road-led growth. Linking land-use planning with transport planning was critical to achieving meaningful reductions in emissions and private vehicle use.

By explicitly testing scenarios with different degrees of transit-oriented development, the SUMP demonstrated that improvements in public transport supply alone are insufficient without coordinated land-use policies. Scenarios with higher concentrations of population and employment along transit corridors showed significantly better performance in terms of mode shift, reduced vehicle travel, and lower GHG emissions, highlighting the importance of institutional coordination between transport and urban planning authorities throughout the SUMP process.

Stakeholder collaboration and data collection are essential for effective mobility planning².

The development of the Ahmedabad SUMP involved extensive consultations with local stakeholders through interviews and workshops during the diagnosis phase, demonstrating that engaging stakeholders early helps ensure that travel behaviour, parking, logistics, and sociological data are properly collected and reflected in planning efforts.

² <https://transitec.net/en/publication/11196-le-plan-de-mobilite-urban-soutenable-pmus-dahmedabad-prend-forme-premier-diagnostic-etabli>

Embedding public feedback mechanisms improves the identification of local mobility needs³.

As part of planning a comprehensive mobility plan for Greater Ahmedabad, citizen feedback was actively collected on issues such as walking infrastructure, road encroachment, parking challenges, and pollution levels, demonstrating that incorporating public input can help identify local mobility needs and priorities for future development.

Improving institutional coordination across agencies boosts strategy coherence⁴.

The SUMP project for Greater Ahmedabad involved multiple agencies, including the Ahmedabad Municipal Corporation, the Ahmedabad Urban Development Authority, the Gandhinagar Urban Development Authority, and other regional bodies, underscoring the need for stronger coordination across these institutions to align strategic mobility goals and support integrated planning processes.

Perspectives for implementation

Domestic funding is the main driver of the Ahmedabad SUMP implementation.

The Ahmedabad SUMP has progressed from planning to implementation following the Steering Committee's endorsement of the preferred Proactive Scenario E, chaired by the Ahmedabad Municipal Corporation (AMC), the main decision-making body referenced in the document. For implementation, most actions will be financed through the existing investment and operating budgets of relevant stakeholders, with particularly substantial contributions required from the Government of Gujarat and metropolitan development authorities. To reinforce long-term implementation capacity, the SUMP proposes creating a Unified Metropolitan Transport Authority (UMTA) and a metropolitan Urban Transport Fund (UTF), along with potential new revenue sources such as transport taxes, land-value capture mechanisms, parking fees, and fuel-related cesses.

Highlights in the past year

Long-term urban mobility vision: LRT and green mobility initiatives⁵

Alongside ongoing transit expansions, Ahmedabad is planning further sustainable mobility enhancements as part of broader infrastructure and climate goals. In the 2025-26 municipal budget, the city government proposed a feasibility study for a Light Rail Transport (LRT) system to complement existing metro, BRTS, and bus networks, aimed at providing a fast and pollution-free electric transport alternative across major corridors. This aligns with city-level climate-resilient strategies emphasising cleaner mobility options, reduced congestion, and integrated transit planning. The LRT proposal is coupled with other green mobility focuses, including solar-powered infrastructure and electric vehicle adoption, positioning Ahmedabad's mobility expansion within a sustainable urban development trajectory beyond the current metro and bus systems.

³ <https://english.gujaratsamachar.com/news/gujarat/a-comprehensive-mobility-plan-prepared-for-greater-ahmedabad-by-amc-and-auda-49373696730.html>

⁴ <https://crdf.org.in/project/sustainable-urban-mobility-plan-sump-for-greater-ahmedabad>

⁵ <https://timesofindia.indiatimes.com/city/ahmedabad/asarva-udaipur-city-vande-bharat-announced/articleshow/128358176.cms>

Enhanced regional rail connectivity: new Vande Bharat express services linked to Ahmedabad⁶

In 2025–2026, Indian Railways significantly expanded semi-high-speed Vande Bharat Express services connected to Ahmedabad, enhancing regional intercity mobility. Notably, the Udaipur City–Asarva (Ahmedabad) Vande Bharat Express was inaugurated in February 2026, providing faster travel between Rajasthan and Ahmedabad, reducing journey times and improving comfort for passengers traveling to and from the city's rail network. Additionally, the Sabarmati–Veraval Vande Bharat Express was flagged off in May 2025, strengthening direct rail links from Ahmedabad to coastal Gujarat (Somnath). These services improve Ahmedabad's role as a regional transport hub, better integrating the metropolitan area with key economic and cultural centres across western India, while complementing the city's urban and metropolitan mobility framework.

Last updated December 2025

⁶ <https://timesofindia.indiatimes.com/city/ahmedabad/asarva-udaipur-city-vande-bharat-announced/articleshow/128358176.cms>