


FOR DISCUSSION



**AHMEDABAD
BUS RAPID TRANSIT SYSTEM
(ART)**

**WORKING PAPER - 5
TRAFFIC VOLUME CHARACTERISTICS
JUNCTION MANAGEMENT**

FEBRUARY 2006

Gujarat Infrastructure Development Board (GIDB)

Ahmedabad Municipal Corporation (AMC)

Ahmedabad Urban Development Authority (AUDA)

Centre for Environmental Planning & Technology University,
Ahmedabad

AHMEDABAD bus RAPID TRANSIT SYSTEM (ART)

“Buses, More Buses, Better Buses”

The present initiative of Gujarat Infrastructure Development Board (GIDB), Government of Gujarat, in collaboration with Ahmedabad Municipal Corporation (AMC) and Ahmedabad Urban Development Authority (AUDA), to develop BRTS is in recognition of the fact that no single mode will completely serve the accessibility and mobility needs of the city, and the bus system, both in its basic form (regular bus) and rapid form (Bus Rapid Transit System), makes it a critical and major component in an integrated transit system of any mega city.



Steering Committee

The Bus Rapid Transit Project for Ahmedabad city has been guided by the steering committee chaired by Shri. K. Kailashnathan, (I.A.S), Secretary, Urban Development and Urban Housing Department, Government of Gujarat.

Mr. K. Kailashnathan

Chairman, Steering Committee

Chairman, Ahmedabad Urban Development Authority (AUDA)

Mr. Anil Mukim

Municipal Commissioner, Ahmedabad Municipal Corporation (AMC)

Mr. P.K Pujari

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Mr. Jayant Parimal

CEO, Gujarat Infrastructure Development Board (GIDB)

Mr. K. Srinivas

Managing Director, Gujarat Urban Development Company (GUDC)

Preface

BRTS consists of several components designed to function together so as to generate superior services, which are comparable with other mass rapid transit system including metro rail system. Some or all of these elements are integrated to form BRTS, which will ensure fast, reliable, secure, high capacity service, which also has a distinct identity.

Elements of BRT

CHARACTERISTICS	System Performance				
	Travel Time Savings	Reliability	Identity and Image	Safety and Security	Capacity
RUNNING WAY					
Running Way Segregation	•	•	•	•	•
Running Way Marking			•		
Running Way Guidance	•		•	•	
STATIONS					
Station Type	•		•	•	•
Platform Height	•	•	•	•	•
Platform Layout	•	•			•
Passing Capability	•	•			•
Station Access			•	•	
VEHICLES					
Vehicular Configurations	•	•	•	•	•
Aesthetic Enhancement			•	•	
Passenger Circulation Enhancement	•	•	•	•	•
Propulsion Systems	•		•		
FARE COLLECTION					
Fare Collection Process	•	•	•		•
Fare Transaction Media	•	•	•	•	•
Fare Structure	•		•		•
INTELLIGENT TRANSPORTATION SYSTEMS					
Vehicle Prioritization	•	•	•		•
Driver Assist & Automation Technology	•	•	•	•	•
Operations Management	•	•		•	•
Passenger Information	•	•	•	•	
Safety and Security Technology				•	
Support Technologies					•
SERVICE & OPERATING PLANS					
Route Lengths		•			
Route Structure	•		•		
Span of Service		•			
Frequency of Service	•	•		•	•
Station Spacing	•	•			

The system being planned in Ahmedabad will have most of these components. While planning for the system, several issues have to be addressed. These may be with regard to the advantages of inclusion of a component, the way to include the component in terms of its type, magnitude or quality etc., It is necessary that these issues are addressed both at the general principal level as well as at the specific design level for Ahmedabad.

As the BRTS concept for Ahmedabad is being developed, for better decisions a wider debate within the planning and design team as well as with the professional circle is necessary. Wider information dissemination is also required. To facilitate this, a series of working papers have been planned.

We would like to thank Lea Associates South Asia Ltd., New Delhi our partners in planning and design of the project. ITDP New York is providing technical support to CEPT in preparation of BRTS project. We express our gratitude to Mr. Walter Hook, Ms. Shreya Gadepalli and their colleagues.

Prof. H.M. Shivanand Swamy
Team Leader

Working Paper on Traffic Volume Characteristics

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1. INTRODUCTION

Purpose of this report is to document the results of Traffic Volume Count at mid-block locations and at major intersections along the BRT Corridor identified for the development in Phase I.

The survey was conducted at various locations as mentioned in subsequent sections. These locations are primarily on the BRT corridor within Ahmedabad Municipal Corporation (AMC) limit. This survey is a part of various other primary surveys being conducted under the aegis of BRTS (Bus Rapid Transit System Study for the city of Ahmedabad), a study being conducted by GIDB, GoG. In addition to the results from surveys, the report also tries to put into comparison of the results if any surveys have been conducted in the past under any study at the same locations.

1.1 SURVEY FORMAT AND METHOD OF CONDUCT

The survey was conducted on pre-designed formats for respective surveys such as classified traffic volume count and turning movement survey manually. The formats are presented in **Annexure 1.1**. Enumerators were recruited and trained for conducting surveys in the field. Quality checks were imposed and continuous monitoring of surveys in the field was done to maintain accuracy by engineers/planners.

The enumerators, manually recorded traffic volumes at 15 minutes duration, by direction and by mode (vehicle types) on proforma using tally marks.

1.2 PASSENGER CAR UNITS

As is the standard practice in urban transportation studies, volumes of different vehicle types are converted into single unit using the factors (equivalent PCU values) recommended by Indian Roads Congress (IRC) in its code no. IRC: 106-1990 (Guidelines for Capacity of Urban Roads in Plain Areas). These values also used in this study are tabulated below (Table 1.1):

Table 1.1: PCU values of Various Vehicle Type

Sl. No	Vehicle Type	% Overall composition	PCU Value
1	Two Wheeler	> 10%	0.5
2	Auto Rickshaw (3W)	<= 10%	1.2
3	Chhakda (3W) (goods or passenger)	<= 5%	1.2
4	Car/ Jeep/Van	> 10%	1.0
5	Mini Bus	< 5%	1.4
6	AMTS Bus	< 5%	2.2
7	GSRTC Bus	< 5%	2.2
8	Other Bus	< 5%	2.2
9	Light Commercial Vehicle (LCV)	< 5%	1.4
10	2-Axle Truck	< 5%	2.2
11	3-Axle Truck	< 5%	2.2
12	M-Axle Truck	< 5%	4.0

Sl. No	Vehicle Type	% Overall composition	PCU Value
13	Tractor with trolley	< 5%	4.0
14	Tractor with out trolley	< 5%	4.0
15	Cycle	> 10%	0.5
16	Animal Drawn	< 5%	3.0
17	Others	< 5%	3.0

It is important to note here that corresponding PCU values for few vehicle types not covered in the said code, has been adjusted based on consultants experience in other similar studies.

2. Traffic Volume at Mid-Blocks

2.1 SURVEY LOCATIONS

The traffic volume count survey was conducted at 10 mid-block locations along the proposed BRT corridor to be developed in Phase-I and one outside the proposed BRT corridor for comparison purpose. The name of the locations along with duration of survey is presented below in Table 2.1.

Table 2.1: Traffic Volume Count (Mid-Block) Survey Locations

Sl No.	Location	Date of Survey	Duration (Hr.)	Timing
1	MB-01: Andhjan Mandal - Nava Vadaj	17 June 2005	16	6:00 – 22:00 hrs.
2	MB-02: Sahajanand Complex	17 June 2005	16	6:00 – 22:00 hrs.
3	MB-03: Akhbarnagar U/Bridge	16 June 2005	16	6:00 – 22:00 hrs.
4	MB-04:Prabodh Raval Bridge	16 June 2005	16	6:00 – 22:00 hrs.
5	MB-05: Airport 'T'/Hotel Taj Residency-Umed	13 June 2005	16	6:00 – 22:00 hrs.
6	MB-06: Kotarpur W/Works. Nr N H 8	13 June 2005	16	6:00 – 22:00 hrs.
7	MB-07: Naroda ST Workshop on Kalupur-Naroda Rd (NH8)	14 June 2005	16	6:00 – 22:00 hrs.
8	MB-08: Krishna Nagar	24 June 2005	16	6:00 – 22:00 hrs.
9	MB-09: Chamunda Nagar	15 June 2005	16	6:00 – 22:00 hrs.
10	MB-10:Jivan Park	15 June 2005	16	6:00 – 22:00 hrs.
11	MB-11: Nr Someshwar Bunglows	20 June 2005	16	6:00 – 22:00 hrs.

The survey was conducted for 16 continuous hours (06:00 to 22:00 hrs) on pre-designed proforma manually.

2.2 TRAFFIC INTENSITY

The mode wise traffic volume counts have been converted to equivalent passenger car unit using PCU factors as mentioned in Section 1. The analysis of traffic composition reveals more than 70% two-wheeler and around 10% cycles which is a reflection of the almost non-existence for public transport on corridor.

The results of Traffic Volume count survey conducted at eleven locations on the potential corridor as part of this study is presented in Table 2.2.

Table 2.2: Traffic Volume at Different Locations

Location	Traffic Volume (in No.), 16 hrs	Traffic Volume (in PCU), 16 hrs	Peak Hour Traffic (in No.)	Peak Hour Traffic (in PCU)	Peak Hour
MB-01: Andhjan Mandal - Nava Vadaj	59732	42845	5877	3856	19:45-2045
MB-02: Sahajanand Complex	67057	43340	6806	4204	20:00-21:00

MB-03: Akhbarnagar U/Bridge	66826	47763	8097	5456	18:15-19:15
MB-04:Prabodh Raval Bridge	71705	47911	8276	5265	18:15-19:15
MB-05: Airport 'T'/Hotel Taj Residency-Umed	38905	31303	3700	3064	19:15-20:15
MB-06: Kotarpur W/Works. Nr N H 8	12485	10057	1379	1097	18:15-19:15
MB-07: Naroda ST Workshop on Kalupur-Naroda Rd	58837	47764	4581	3545	9:30-10:30
MB-08: Krishna Nagar	57696	48261	4736	3746	19:30-20:30
MB-09: Chamunda Nagar	67278	51949	6785	5126	20:00-21:00
MB-10:Jivan Park	57040	50107	5381	4759	18:30-19:30
MB-11: Nr Someshwar Bunglows not on BRT Corridor	66380	43765	6771	4207	20:00-21:00

Source: CEPT Survey, 2005

It can be seen from the table that the average daily traffic volume (16 hrs) in PCU is varying between 10,000 and 52,000 along the BRT corridor. The maximum traffic volume was observed at Chamunda Nagar and Jivan Park.

The traffic volume count survey analysis summary sheet for each location is presented in **Annexure 2.1**.

2.3 TRAFFIC COMPOSITION

While traffic composition by location for each vehicle type (17 types) as captured in the field can be referred in the Annexure 2.1, the following table 2.3 presents comparative changes in traffic composition by location and by grouped vehicle type(s) for better appreciation.

Table 2.3: Traffic Composition by Location

Sl No.	Location	Sc/Mc	Auto/Chhakra	Car/Jeep	Buses	LCV/Tempo	Trucks	Tractors	NMT and others	Total
1	MB-01: Andhjan Mandal - Nava Vadaj	56.1	12.6	18.8	0.6	0.6	0.3	0.1	10.9	100
2	MB-02: Sahajanand Complex	68.8	4.0	14.1	0.7	1.5	0.3	0.2	10.4	100
3	MB-03: Akhbarnagar U/Bridge	58.3	8.1	21.3	0.8	1.4	0.7	0.2	9.2	100
4	MB-04:Prabodh Raval Bridge	67.7	6.3	10.9	0.9	2.3	0.9	0.2	11.0	100
5	MB-05: Airport 'T'/Hotel Taj Residency-Umed	46.5	9.5	30.0	2.0	3.2	0.9	0.2	7.7	100
6	MB-06: Kotarpur W/Works. Nr N H 8	47.3	7.1	19.2	1.7	4.4	3.1	0.6	16.6	100
7	MB-07: Naroda ST Workshop on Kalupur-Naroda Rd	47.7	14.9	11.2	2.5	6.5	2.1	0.2	14.8	100
8	MB-08: Krishna Nagar	38.5	16.8	10.3	2.0	5.7	2.9	0.3	23.7	100
9	MB-09: Chamunda Nagar	47.2	14.7	8.4	1.4	5.7	2.1	0.1	20.4	100
10	MB-10:Jivan Park	44.9	13.2	13.0	1.6	7.6	5.5	0.5	13.7	100
11	MB-11: Nr Someshwar Bunglows not on BRT Corridor	68.0	6.4	14.7	1.1	0.7	0.3	0.2	8.7	100
	Overall	55.1	10.4	14.8	1.3	3.4	1.6	0.2	13.2	100

The following figure 2.1 presents the traffic composition at overall level (all 11 locations put together). In general it can be seen that two-wheelers dominate the road with more than 55%

share followed by three-wheelers which show poor supply of public transport system in the city. Non-motorised traffic primarily cycles constitute around 13% in overall traffic stream.

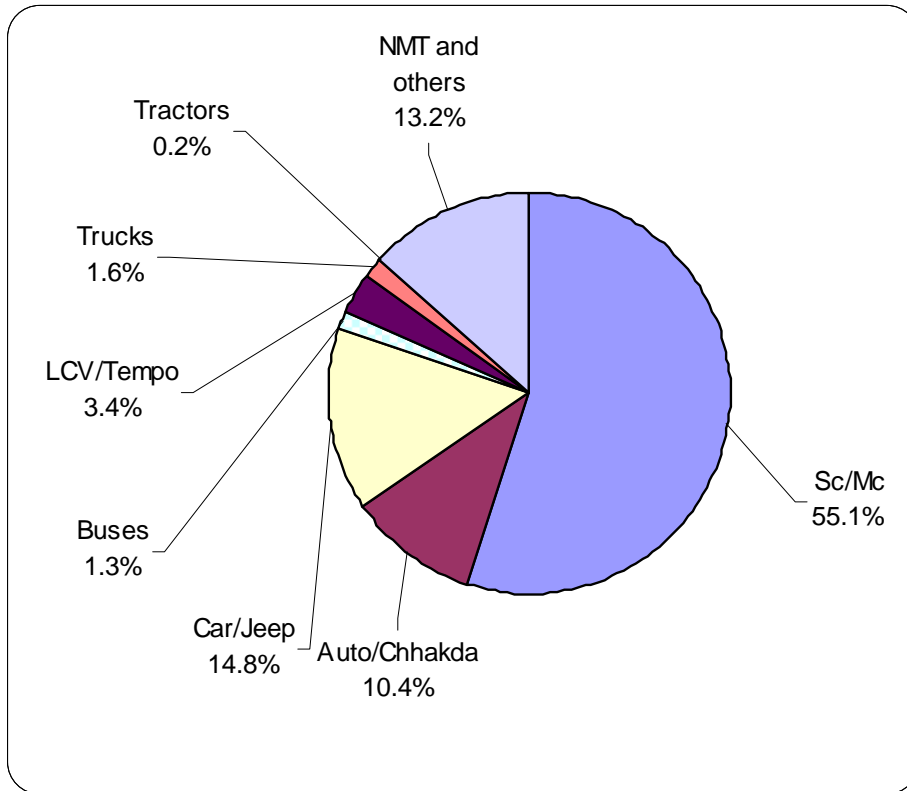


Figure 2.1: Overall Traffic Composition along BRT Corridor

3. Traffic Volume at Intersections

3.1 SURVEY LOCATIONS

A reconnaissance survey was done to have an inventory of all junctions along the proposed BRT corridor. As given in detail in the working paper titled “Road Utilities”, there are around 98 small or major junctions/intersections along the BRT corridor. Based on their importance, traffic volume and other features, a short listing of junctions was done to conduct classified traffic volume count for all the movements. By doing so, the classified traffic volume count survey (Turning Movement Survey) has been conducted for all movements at 12 major intersections along the proposed BRT corridor. The objective of conducting this survey was to estimate peak hour traffic flow at major intersections. The directional flow will help estimating lane requirement for various turning movements at intersections during preparation of detailed project report. For the purpose at each location, a morning or evening peak was targeted for conducting the survey. The survey was conducted for at least four continuous hours either in am or pm. The survey proforma used is presented in **Annexure 3.1**.

The locations are shown on the map as well as in the following Table 3.1 with other details.

Table 3.1: Traffic Volume Count Survey at Intersections

SI. No.	Location	No. of Arms	Duration (Hr.)	Timing
1	Anjali-Bhattha Junction	4	4	16:00 – 20:00 hrs.
2	Shivranjni Junction	4	4	8:00 – 12:00 hrs.
3	Andhjan Mandal Junction	4	4	8:00 – 12:00 hrs.
4	Mem Nagar Junction	4	4	16:00 – 20:00 hrs.
5	Sola-AEC Junction	4	4	16:00 – 20:00 hrs.
6	Akbar Nagar Junction	4	4	8:00 – 12:00 hrs.
7	Naroda T Junction	3	4	16:00 – 20:00 hrs.
8	Thakkar Bapa Nagar Junction	Effectively, Two 3-arm Junctions	7	7:00 – 14:00 hrs
9	Soni Ni Chali Junction	4	5	7:00 – 12:00 hrs.
10	CTM Cross Road	4	4	16:00 – 20:00 hrs.
11	Jashoda Nagar Junction	4	4	8:00 – 12:00 hrs.
12	Narol Circle (up and down flow of four arms)	4	4	16:00 – 20:00 hrs.

3.2 PEAK TRAFFIC VOLUME CHARACTERISTICS AT INTERSECTIONS

As done in the case of mid-block traffic volume count, the mode wise traffic volume counts by each direction at intersection have been converted to equivalent passenger car unit using PCU factors given in Section 1. The following Table 3.2 gives peak hour traffic volume characteristics by intersection along with other details.

Table 3.2: Peak Hour Traffic Volume Characteristics at Intersections

Sl. No.	Location	No. of movement surveyed	Peak Hour	Peak Hour Volume (in veh)	Peak Hour Volume (in PCU)
1	Anjali-Bhattha Junction	12	19:00 – 20:00	7289	5261
2	Shivranjni Junction	12	10:00 – 11:00	12512	8547
3	Andhjan Mandal Junction	12	10:00 – 11:00	10361	7020
4	Mem Nagar Junction	12	19:00 – 20:00	14419	9683
5	Sola-AEC Junction	12	19:00 – 20:00	11632	7402
6	Akbar Nagar Junction	12	9:00 – 10:00	9656	6203
7	Naroda T Junction	6	18:00 – 19:00	5397	4296
8	Thakkar Bapa Nagar Junction	14 = 2 (UP&DN) at 5 arms and 4 exclusive directional movement	12:00 – 13:00	11583	7799
9	Soni Ni Chali Junction	12	11:00 – 12:00	8687	7353
10	CTM Cross Road	12	18:00 – 19:00	9854	7957
11	Jashoda Nagar Junction	12	10:00 – 11:00	8195	6576
12	Narol Circle	8 (UP&DN at 4 arms)	18:00 – 19:00	7585	6908

It can be seen from the table that most of the junctions exhibit peaking during 9:00 – 11:00 hrs in the morning and during 18:00 – 20:00 hrs in the evening. CTM cross road the maximum traffic volume over 10,000 PCU in peak hour while minimum observed at Naroda T Junction because it has only three arms.

It is interesting to note here that Thakkar Bapa Nagar Junction was considered as 6 arm junction for analysis even then, traffic intensity during peak hour is observed to be less than 8000 PCU. This could be attributed to huge cycle movement (33% share). However, along Naroda – Narol Highway, cyclists constitute around 26%.

3.3 TRAFFIC COMPOSITION

While traffic composition by location for each vehicle type (17 types) as captured in the field can be referred in the Annexure 3.2, the following table 3.3 presents comparative changes in traffic composition by location and by grouped vehicle type(s) for better appreciation.

Table 3.3 Traffic Composition by Location

SI No.	Location	Sc/Mc	Auto/Chhakda	Car/Jeep	Buses	LCV/Tempo	Trucks	Tractors	NMT and others	Total
1	Anjali – Bhattha Junction	56.3	16.9	11.2	2.8	1.1	0.2	0.0	11.5	100
2	Shivranjni Junction	54.5	8.5	22.7	1.2	0.2	0.1	0.1	12.8	100
3	Andhjan-Mandal Junction	55.3	7.0	18.8	0.7	0.3	0.2	0.2	17.5	100
4	Mem Nagar Junction	59.9	6.2	18.2	0.9	0.2	0.1	0.1	14.5	100
5	Sola-AEC Junction	64.5	7.5	13.6	0.8	0.4	0.3	0.1	12.9	100
6	Akbar Nagar Junction	68.0	8.3	9.4	1.5	0.7	0.4	0.4	11.3	100
7	Naroda T Junction	44.7	23.1	8.3	2.2	2.4	2.2	0.2	16.8	100
8	Thakkar Bapa Nagar Junction	41.9	17.1	4.3	0.5	0.7	1.7	0.5	33.4	100
9	Soni Ni Chal Junction	40.6	17.9	5.8	1.2	1.8	2.8	0.5	29.5	100
10	CTM Cross Road Junction	45.9	17.9	7.7	1.1	3.2	3.4	0.5	20.2	100
11	Jashoda Nagar Junction	44.1	15.7	9.7	1.6	3.2	3.3	0.7	21.8	100
12	Narol Circle	41.3	24.6	11.8	1.4	4.1	5.9	0.3	10.4	100
	Overall	51.4	13.5	11.8	1.2	1.4	1.6	0.3	18.8	100

It can be seen from the table that at every location, two wheelers constitute more than 40% in overall traffic followed by Cycles. The maximum share of cycles (33%) is observed at Thakkar Bapa Nagar Junction and maximum three wheelers at Narol Circle and Naroda T Junction. Goods vehicles put together are merely just over 3% at overall level.

The following Figure 3-1 provides pictorial presentation of traffic composition at overall level (all eleven surveyed junctions put together).

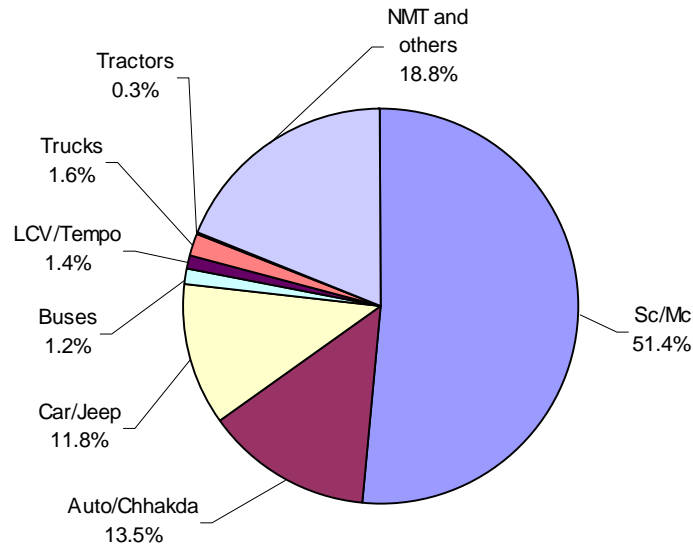


Figure 3-1: Traffic Composition at Overall Level

3.4 CYCLISTS ALONG BRT CORRIDOR

Looking at overall share of cycles in traffic, it became necessary to analyse the movement of cyclists on the proposed BRT corridor in totality. For the purpose, cycle flows have been derived for each arm along the BRT corridor at surveyed junctions. Thus, at every surveyed junction, 4 one way cycle flows has been estimated during peak hour. The results strengthen need of having exclusive cycle path and width requirements.

The Table 3.4 presents the estimated number of cycles during peak hour (knowing the fact that peak hours are not same) on two arms of intersections which fall along the proposed BRT corridor.

Table 3.4: Number of Cycles during peak hour along the Proposed BRT Corridor

SI No.	Name of Intersections/Junctions	Arms along BRT Corridor	Cycles During Peak hour
1	Anjali - Bhattha Junction	Chandra Nagar arm out	118
		Chandra Nagar arm in	120
		Shreyas arm out	159
		Shreyas arm in	143
2	Shivranjni Junction	Andhjan arm out	443
		Andhjan arm in	563
		Nehru Nagar arm out	320
		Nehru Nagar arm in	541
3	Andhjan-Mandal Junction	Mem Nagar arm out	307
		Mem Nagar arm in	654
		Shivranjani arm out	606
		Shivranjani arm in	277
4	Mem Nagar Junction	AEC arm out	944
		AEC arm in	399
		Andhjan arm out	294
		Andhjan arm in	621
5	Sola-AEC Junction	Akbar Nagar arm out	335
		Akbar Nagar arm in	208
		IIM arm out	272
		IIM arm in	317
6	Akbar Nagar Junction	RTO arm out	454
		RTO arm in	363
		Pragati Nagar arm out	516
		Pragati Nagar arm in	132
7	Naroda T Junction	Chiloda arm out	218
		Chiloda arm in	310
		Kalupur arm out	522
		Kalupur arm in	392
8	Thakkar Bapa Nagar Junction	Naroda to Narol	661
		Narol to Naroda	721
9	Soni Ni Chal Junction	Naroda arm out	545
		Naroda arm in	922

SI No.	Name of Intersections/Junctions	Arms along BRT Corridor	Cycles During Peak hour
		Narol arm out	937
		Narol arm in	765
10	CTM Cross Road Junction	Naroda arm out	485
		Naroda arm in	697
		Narol arm out	309
		Narol arm in	603
11	Jashoda Nagar Junction	Naroda arm out	274
		Naroda arm in	748
		Narol arm out	543
		Narol arm in	353
12	Narol Circle	Naroda arm out	339
		Naroda arm in	169
		Jamalpur arm out	156
		Jamalpur arm in	152

On an average 350-400 cycle flow during peak hour in one direction on the western side and 450-550 cycle during peak hour in one direction on the eastern side of the Sabarmati river along the proposed BRT corridor. However, it is observed to be the maximum (approximately 1000 cycles during peak hour in one direction) at Mem Nagar Junction on AEC arm.

4. Summary Findings

4.1 SUMMARY FINDINGS

- The traffic intensity (16 hrs.) is varying between 30,000 and 52,000 PCU excepting at the location (Kotarpur Water Works) which is representative of section from Samrat Nagar to Naroda Road approach where it was observed only in the tune of 10,000 PCU.
- Two-wheelers and cycles are the predominant modes on the road comprising more than 70% in overall traffic stream. Cycles are observed to be around 10 to 20% all along the corridor. Going by number, cycles are observed to be 350-500 per hour per direction which justifies the need of dedicated cycle track along this corridor.
- Peak hour traffic (both direction) along the proposed BRT corridor is ranging between 3,000 to 5,500 PCU per hour. Considering the expected shift from personalized modes (cycles, two-wheelers and cars) to the proposed BRT, the traffic left on the proposed two lanes (both sides) will be less than 4,000 PCU during peak hour. Further considering the proposed dedicated cycle track along the BRT corridor, provision of two lanes on either side for the traffic (other than cycles and BRT buses) appears to be adequate for next 10-15 years.
- From peak hour flow diagram at 12 major intersections, it can be seen that no intersection have crossed 10,000 PCU/hr benchmark as yet. Again considering the possible shift from personalized modes to BRT in near future, it is anticipated that peak hour traffic will fall down substantially at these intersections once BRT is implemented. In this situation, consideration of having flyovers at some of the locations along the BRT corridor can be deferred for time being.
- Buses and Trucks comprise only less than 7% in overall traffic stream. It is expected to go further down once bypass to NH8 is fully operational. In this case, design traffic in terms of cumulative number of standard axles is expected to be well below 5MSA at any point in time in future. The total pavement thickness for new construction can be minimized to the maximum possible extent.

GUJARAT INFRASTRUCTURE DEVELOPMENT BOARD

Gujarat Infrastructure Development Board (GIDB), established in 1995 , is chaired by the honorable Chief Minister of the State.

This is a unique organization of its type and is an over-arching body for infrastructure development in Gujarat, encompassing both the hard as well as the soft infrastructure sectors. GIDB itself does not develop infrastructure services but acts as a catalyst for their development.

Mr. Jayant Parimal, IAS
Chief Executive Officer

AHMEDABAD MUNICIPAL CORPORATION

The Ahmedabad Municipal Corporation (AMC), constituted in 1950 under the Bombay Provincial Municipality Act, is a statutory body created to regulate development and provide utilities and facilities.

The Ahmedabad Municipal Transport Service, a body of AMC provides public transport services in Ahmedabad. Introduction of CNG buses through private sector participation is the recent initiative of AMC.

Mr. Anil Mukim , IAS
Municipal Commissioner

AHMEDABAD URBAN DEVELOPMENT AUTHORITY

The Ahmedabad Urban Development Authority (AUDA), constituted under the Gujarat Urban & Town Planning Act 1976, is a nodal agency responsible for the preparation & implementation of Development plans and town planning Schemes in their jurisdictional areas.

AUDA planned and developed large network of roads in the expanding areas of the city.

Mr. K. Kailashnathan, IAS
Principal Secretary
Urban Development Department

Chairman, AUDA

CEPT UNIVERSITY

Centre for Environmental Planning & Technology University, established in 1962, is one of the premier institutes in India imparting education to students and professionals in the related fields of Architecture, Planning, Civil Engineering, and Interior Design.

Apart from academics, CEPT offers consultancy, research and short term professional training courses with various national and international organizations.

Dr. R.N.Vakil
Director

For Further Details:

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