Ahmedabad ‘Janmarg’

An initiative of:
AHMEDABAD MUNICIPAL CORPORATION

Operations:
AHMEDABAD JANMARG LTD.

Technical support: CEPT University, Ahmedabad, India
Ahmedabad today..

- Area- 466 sq kms. Population-58 lakh, By 2031 >1 Crore
- 22 lakh vehicles. 2 wheelers-73 percent, 8 Lakh Bicycles, 60000 3-wheeler
- Addition of 430 vehicles every day
- Ahmedabad has 5 ring roads and 17 well developed radials. Mixed Land uses
- Avg. Trip Length is about 5.5 kms in Ahmedabad
- Low Road Fatalities (Ahmedabad 202, London-204, Singapore-190)
- CNG Introduced-2006
AHMEDABAD APPROACH..

1. Comprehensive outlook
2. Continuous Effort
3. Strong / Decisive Leadership
4. Proactive Elected Wing
5. Encouraging State
6. Consultant who is a Partner
7. Adaptive design to social realities
8. Positive Media
9. Citizen who sees change as positive
Chandkheda
JANMARG – CORRIDOR PHASING

- **Phase 1 corridors** (58.3 kms.)
- **Phase 2 corridors** (26 kms.)
- **Phase 2 Elevated BRT** (4.5 kms.)

**Total network** (88.8 kms.)

Operational corridor (26 kms.)

RTO - Maninagar, Narol

LEGEND

- Airport
- Railway Stations
- GSRTC terminals
- University/educational campus
- Industrial estates

AHMEDABAD - LANDUSE PLAN
JANMARG – Comprehensive Plan

- NETWORK and Not Corridors
- Connectivity of important origin and destinations
- Catalyst for area development
- low income, low accessibility zones (old walled city)
- Availability of right of way to build infrastructure
- Formation of strong network for flexible route operations
- Overall impact of transit on city
- Connect ‘busy places’ but avoid ‘busy roads’

Increasing the stake holder base: Citywide
BRT: System Components

Running ways
- Segregated bus ways

Bus Stations
- Accessible, Comfortable stations – Level boarding, External Ticketing

Vehicles
- Clean buses & modern technologies
- Trained Driver

ITS & Fare Payment
- Public Information System (Next bus/Next stop)
- External Ticketing, Smart Cards, AVL
- Area Traffic Management for Bus Priority & Minimise wastage of GREEN TIME

Operating Plan
- Frequent, Reliable service
- Closed System
- Operations under Single Management Control
BEFORE.. AT AEC
AFTER..BRT AT AEC AND SPLIT FLYOVER
BEFORE.. At Anjali
AFTER.. At Anjali
JANMARG – Extending the Ownership to the people of Ahmedabad

- Extensive public outreach and media coverage (during construction, trial runs, operations)

- Enhanced Accessibility for all (physically and visually challenged, senior citizens, women, children etc.)

- Bus stop prototype and Free trial runs
  - Special BRT rides for school children, industrialists, doctors, religious leaders etc.
  - BRT trial runs till 1 am during Navratri

- Special training programmes for staff, Bus drivers for improved skills and public interaction

- Regular passenger feedback surveys for performance monitoring
JANMARG – Accessible for all
Janmarg Operations Plan

- Corridor length: 26 Kms.
- Number of Bus Stops: 38
- Operational Timings: 6:00 AM to 11:30 PM.
- Peak hours: 8:30 AM – 11:30 AM; 5:30 PM – 8:30 PM
  R.T.O – Narol – R.T.O. (36 kms.)
- Frequency: 2.5 minutes (peak)
  6-10 minutes (off-peak)
- Commercial speeds: 25 km/hr (peak)
- Total Buses: 39
- Total Round Trips: 260
- Daily Ridership: 50,000 to 52,000
- Average collections: 2,70,000 (INR)

Different Schedules for weekday and weekend as per the demand.
Extension of corridor to Kankaria (25th December, 2009)

Extension of corridor to Maninagar & Narol (27th April, 2010)

Avg. daily ridership = 50,000 to 52,000

Total Ridership

Avg. daily ridership = 50,000 to 52,000
Average Fare Collections = 2,70,000 (INR) = 5,765 (USD)
Bus Rapid Transit System (BRTS) consists of several components designed to function together so as to generate superior services, which are compatible with other mass rapid transit systems involving metro rail system. BRTS is a newer technology in India and efficient management and operation of BRTS is critical to its overall success.

The overall objective of the Centre of Excellence in Urban Transport (CoE), a nationally recognized centre, is to become a three-day resource centre for research, education and training in planning and management of urban transport.

Centre of Excellence in Urban Transport, CEPT University (CoE) is currently providing technical assistance to Ahmedabad Municipal Corporation and Ratanlal Municipal Corporation in the field of urban transport. CoE is in the process of developing and offering educational programmes in the field of Urban Transportation so as to enhance the size of available human resource pool in the country.

Ahmedabad Janmarg Limited (AJL) is the wholly owned subsidiary of Ahmedabad Municipal Corporation, which is entrusted to run BRTS in Ahmedabad. BRTS in Ahmedabad is also commonly known as Janmarg. AJL is responsible for operating BRTS in Ahmedabad.

CoE is committed to assist AJL in development of the organisation as a quality service provider and transit operations management agency. To meet these two goals, CoE, in consultation with AJL, will provide a series of reports. It will also develop and offer short-term training programmes to AJL staff in the areas of operations management based on the recommendations and strategies outlined in these reports.

Capacity Building Strategy for Ahmedabad Janmarg Limited is the first report in the series. Other reports under development are Operations Manual for AJL, and Performance Measure and Service Quality Monitoring.

CoE will also be offering a series of reports that contain the best practices and lessons learned based on the experiences gained during planning, development and imple-