CWG 2030: Ahmedabad sets '30-min mobility' goal

TIMES NEWS NETWORK

Ahmedabad: Ahead of the 2030 Commonwealth Games, the city has begun a comprehensive revamp of its transport infrastructure as it steps onto the world stage.

Central to this mobility plan is the '30-minute Games Route Network'.

According to city planners and mobility experts gathered at AmdavadNXT, an exhibition of public mobility, every key CWG venue, training site, and accommodation hub should be reachable within half an hour to ensure a seamless experience for athletes and spectators alike.

Municipal commissioner Banchha Nidhi Pani laid out an integrated transport management system that harmonizes the Metro, a 168km dedicated BRTS network, the regional railway, and the high-speed rail.

A cornerstone of this expansion is the proposed transit line called Green Line, situated on the right bank of the Sabarmati. This line is designed to capture the "rest of the city".

This is part of a broader "Greater Ahmedabad" concept that integrates satellite towns such as Gandhinagar, Sanand and Kalol into a unified transit grid.

Ajay Patel, senior vice president of the Indian Olympic Association, highlighted the sheer scale of this preparation, noting that while Paris utilized 400 acres for its Games, Ahmedabad has already acquired 1,200 acres to host the necessary infrastructure.

Auda CEA D P Desai explained that the city is being classified into a clear road hierarchy, including arterial roads designed to move people faster.

The strategy is "athlete-centric", recognizing that transport is a critical factor in competitive performance.

Manikanth Sharma, regional director of the Sports Authority of India (SAI), said, "When an athlete is participating, they should not be stressed about how or when they will reach the venue."

Vivek Ogra, a partner at Ernst & Young and a mobility systems expert, noted that vehicles are increasingly becoming software-defined vehicles (SDVs). "By 2030, SDVs will deliver granular, real-time movement data that cities can use to analyze travel patterns and continuously update the Comprehensive Mobility Plan (CMP) as a 'living document'."

Shalini Sinha, dean of CEPT University's Faculty of Planning, called for a shift from "vehicle-moving" to "people-moving," saying surveys often miss short trips.

She argued the CMP should put walkability and safe, complete streets at the centre. The ultimate goal is to increase the public transport share to 30-35% by 2041, using the 2030 and 2036 Games as the primary catalyst for this shift.

MULTIMODAL TRANSIT READINESS

INFRASTRUCTURE BASELINE
- Ahmedabad has a 168km BRTS network carrying 2.2 lakh daily passengers
- AMTS buses serve an additional 4 lakh passengers daily
- Current MRTS ridership is 42,000, while the upcoming North-South Metro corridor is built for 70,000 passengers per hour per direction

AVIATION & CONTINGENCY PLANNING
- SVPI airport is expected to handle 1,10,000 passengers during the Games
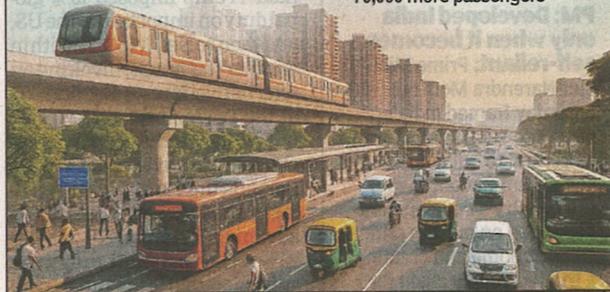- Airport "white spaces" will be repurposed for extra parking during the Games
- Overflow spectators will be routed via Dholera, Surat, and Vadodara airports

STAKEHOLDER LOGISTICS
- The Games will host 74 nations and 1,000 officials
- 100% segregated itineraries will be used for accredited stakeholders to avoid affecting city traffic

EXPANDED RAIL VISION
- Ahmedabad-Mumbai High-Speed Rail (Phase I) will cut travel time to 2 hours
- A new North-South RTS line (MRTS/LRTS/Neo Metro) is planned to add capacity for 70,000 more passengers

AMC looks to US, Europe for rules

A fine structure will also be put in place, but that will happen after public consultation," the official said, adding that the bylaw framework to support such fines already exists.

The approach mirrors practices in other parts of the world. In the US, most municipalities legally require clean yards, vegetation upkeep, and the removal of trash to prevent unsafe or unsanitary conditions. European cities similarly enforce strict rules governing fencing, boundaries, and vegetation to maintain neighbourhood aesthetics and prevent disputes.

Pani pointed to Ahmedabad's existing record as motivation.

"As the current cleanest city in India among large populations, the city's success depends on citizens contributing to solid and liquid waste management to create a world-class aesthetic for international visitors," he said.