

**LOW CARBON
COMPREHENSIVE
MOBILITY PLAN
RAJKOT**

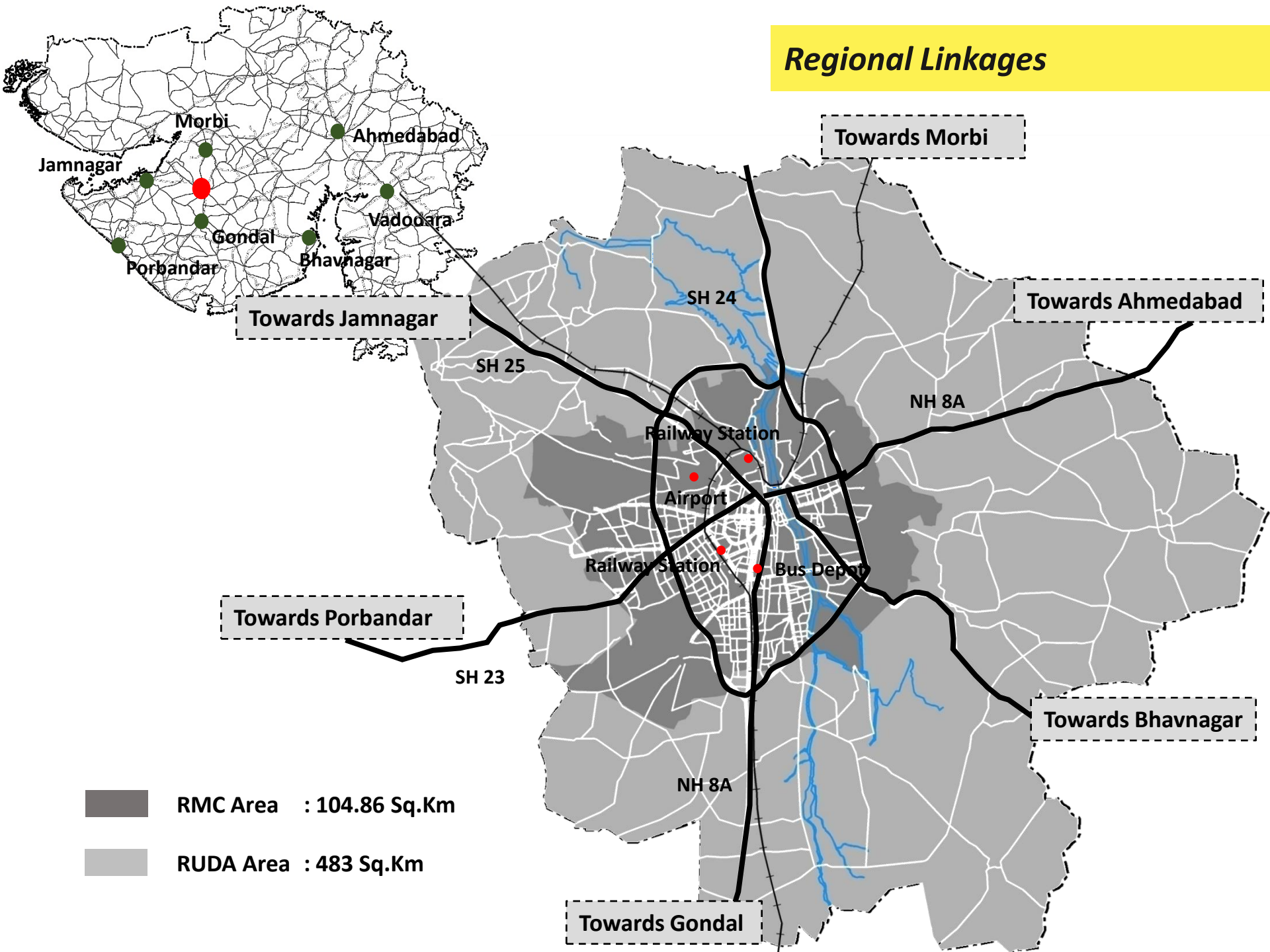


Prepared by :

Low Carbon Comprehensive Mobility Plan Team

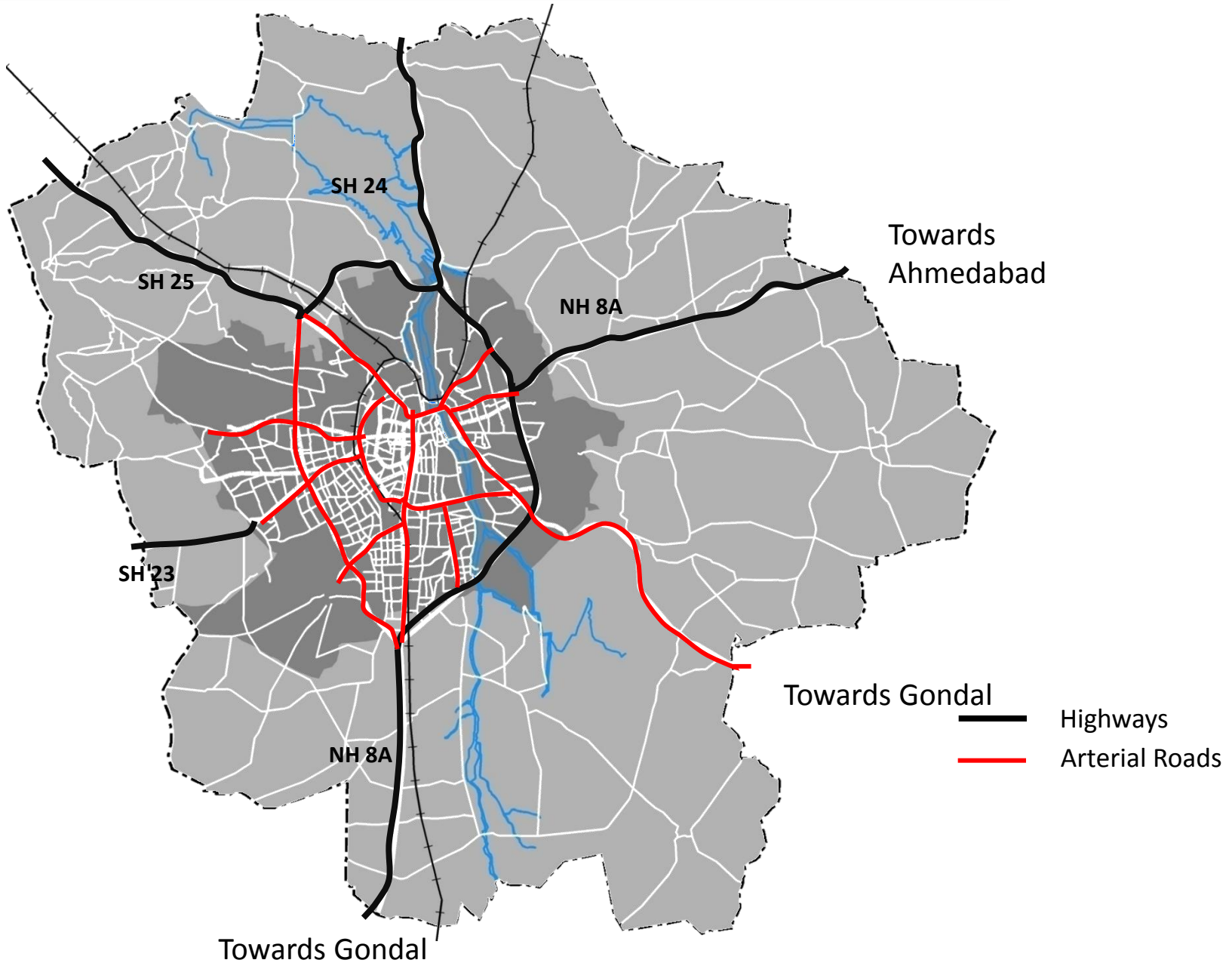
Centre for Environmental Planning & Technology, Ahmedabad

Regional Linkages



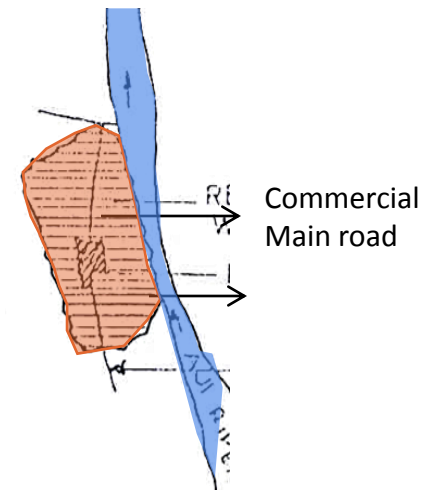
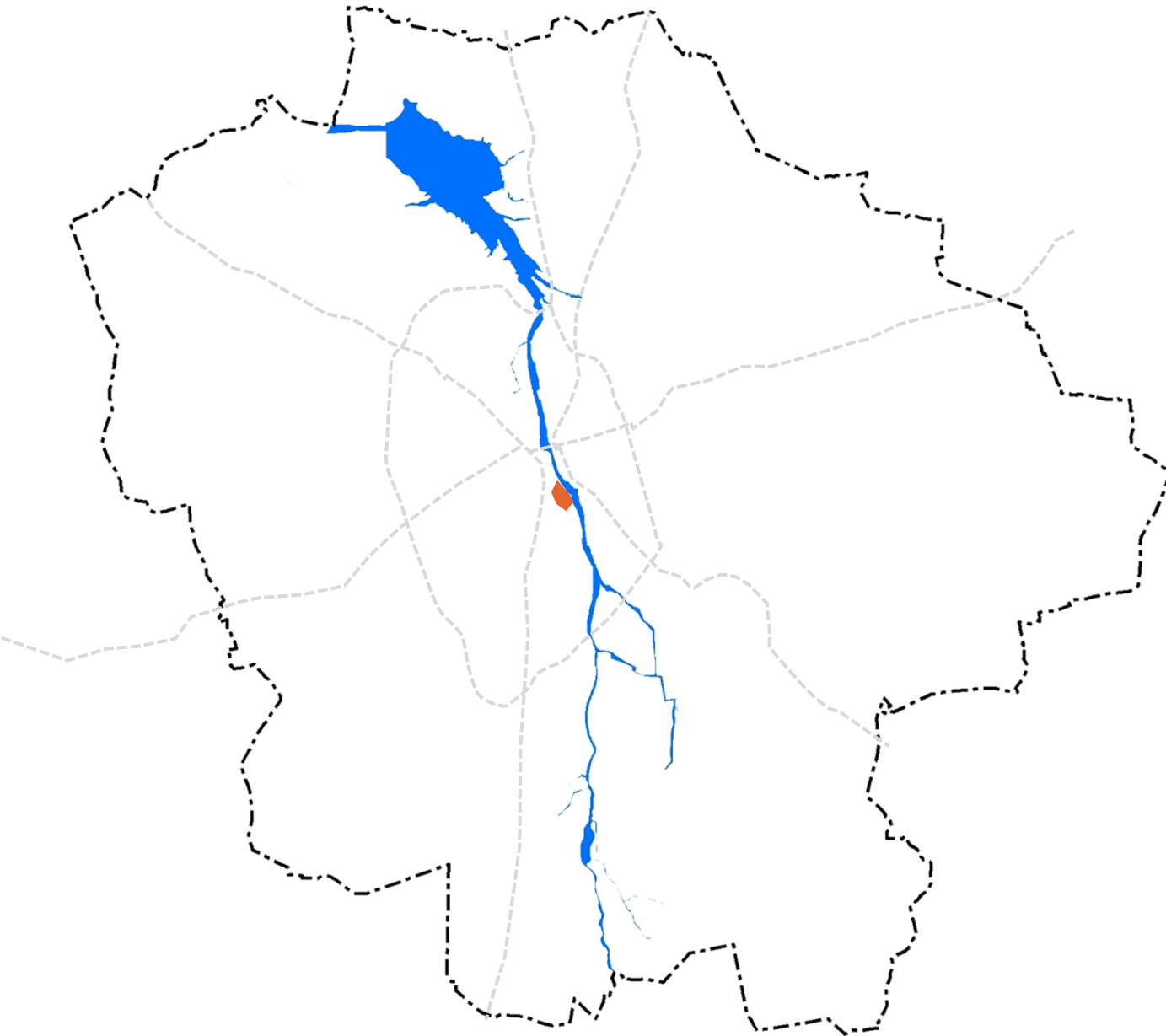
RMC Area : 104.86 Sq.Km
RUDA Area : 483 Sq.Km

Regional Linkages



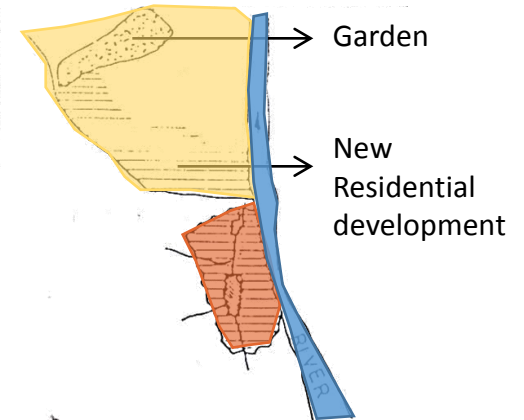
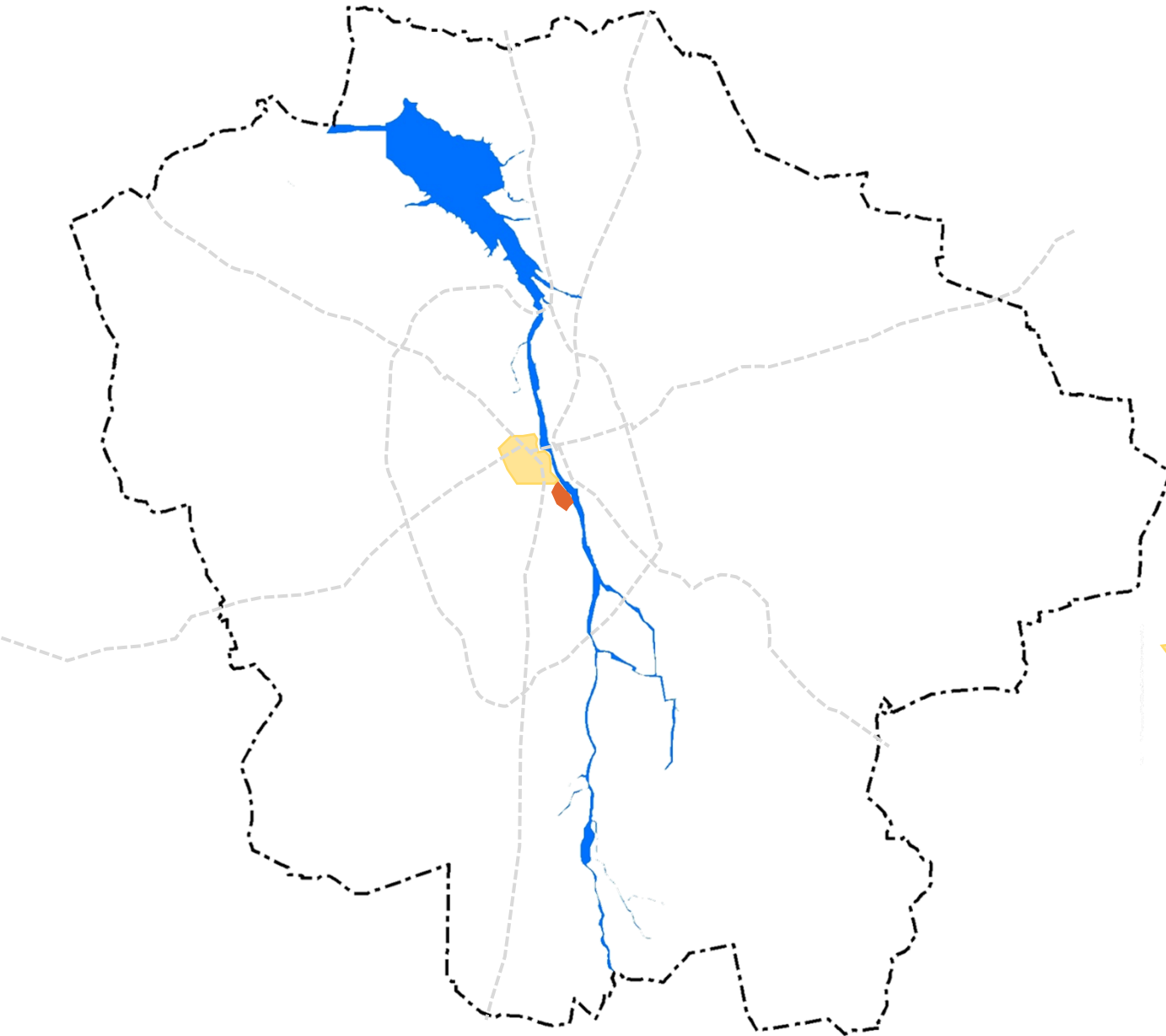
Chronological Growth of the City

1820 A.D.



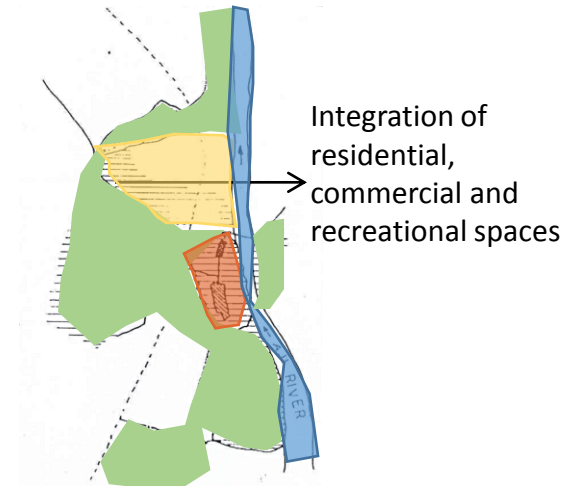
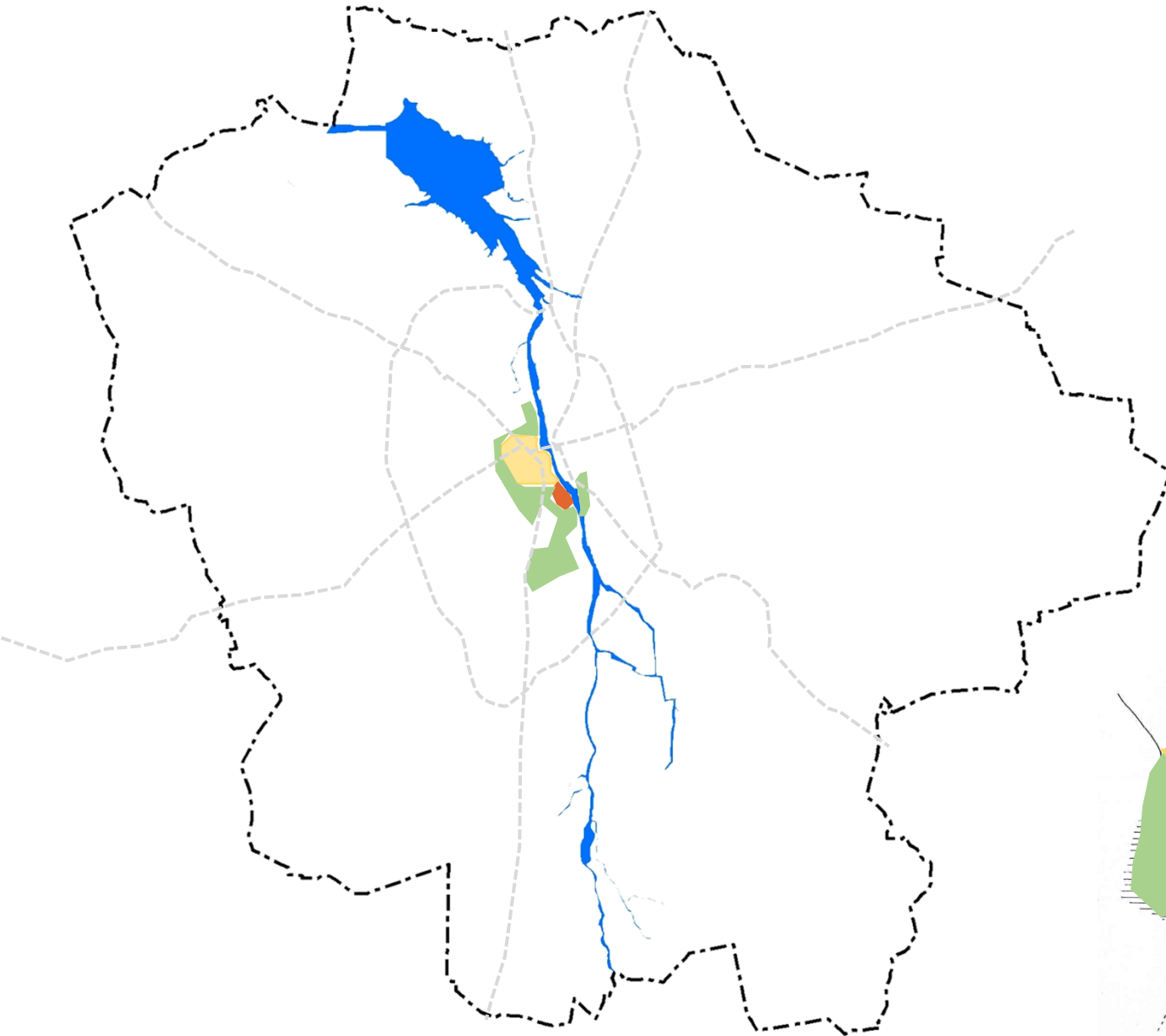
Chronological Growth of the City

1870 A.D.



Chronological Growth of the City

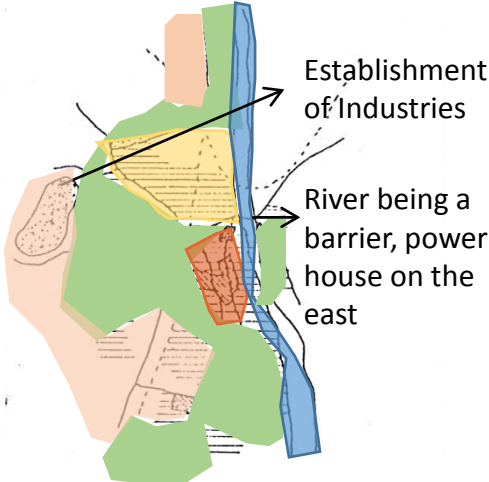
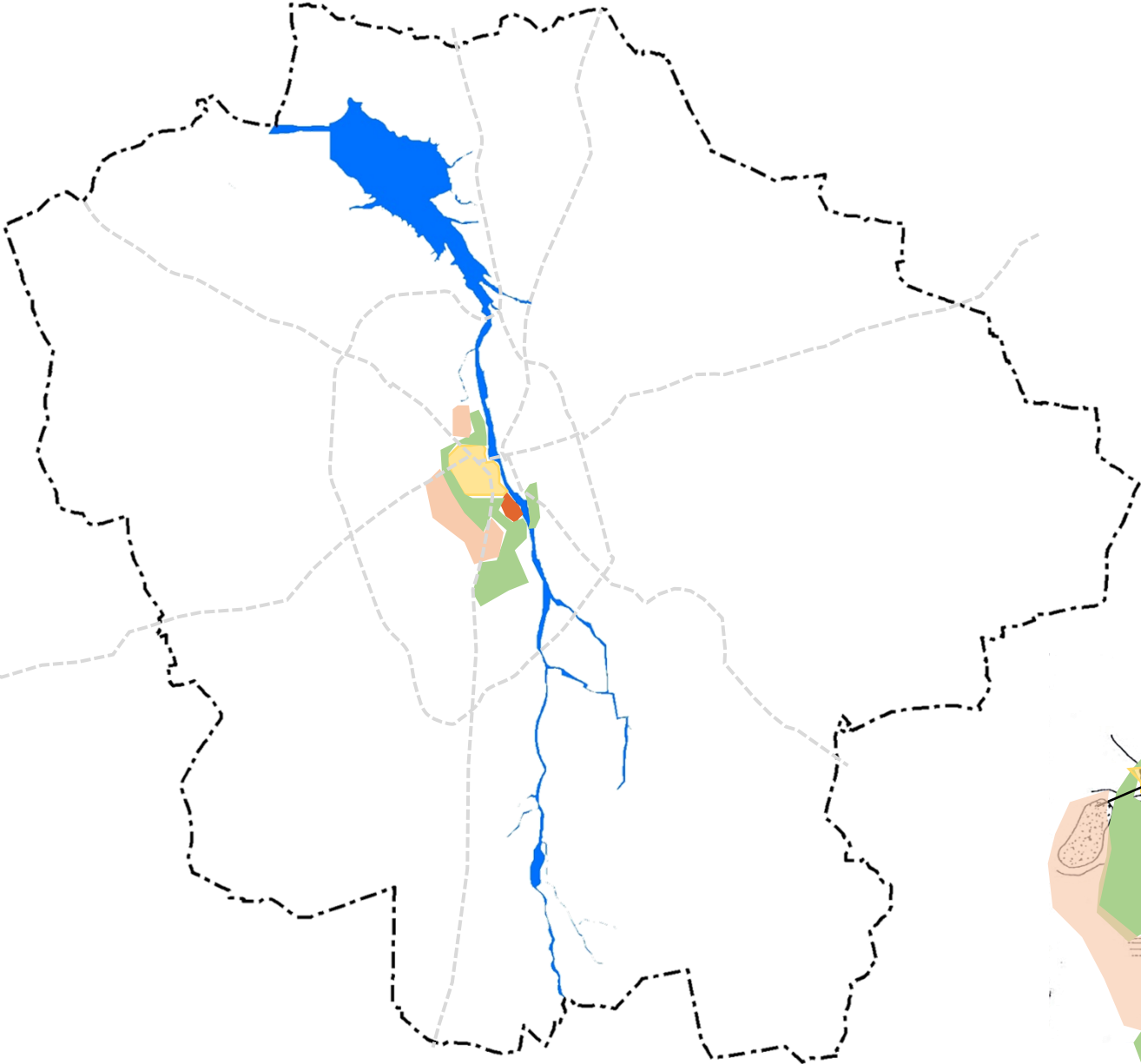
1920 A.D.



Integration of residential, commercial and recreational spaces

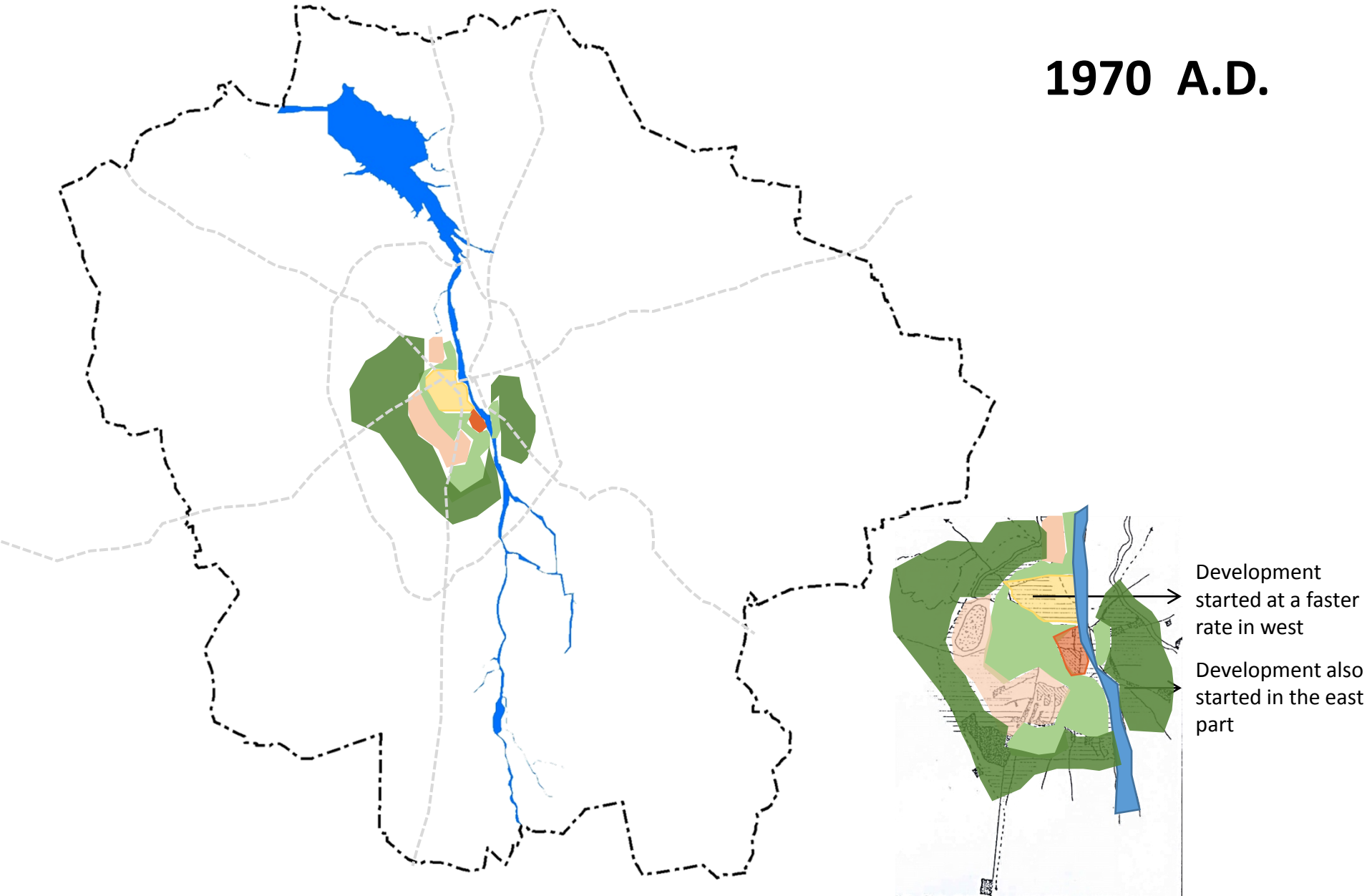
Chronological Growth of the City

1940 A.D.



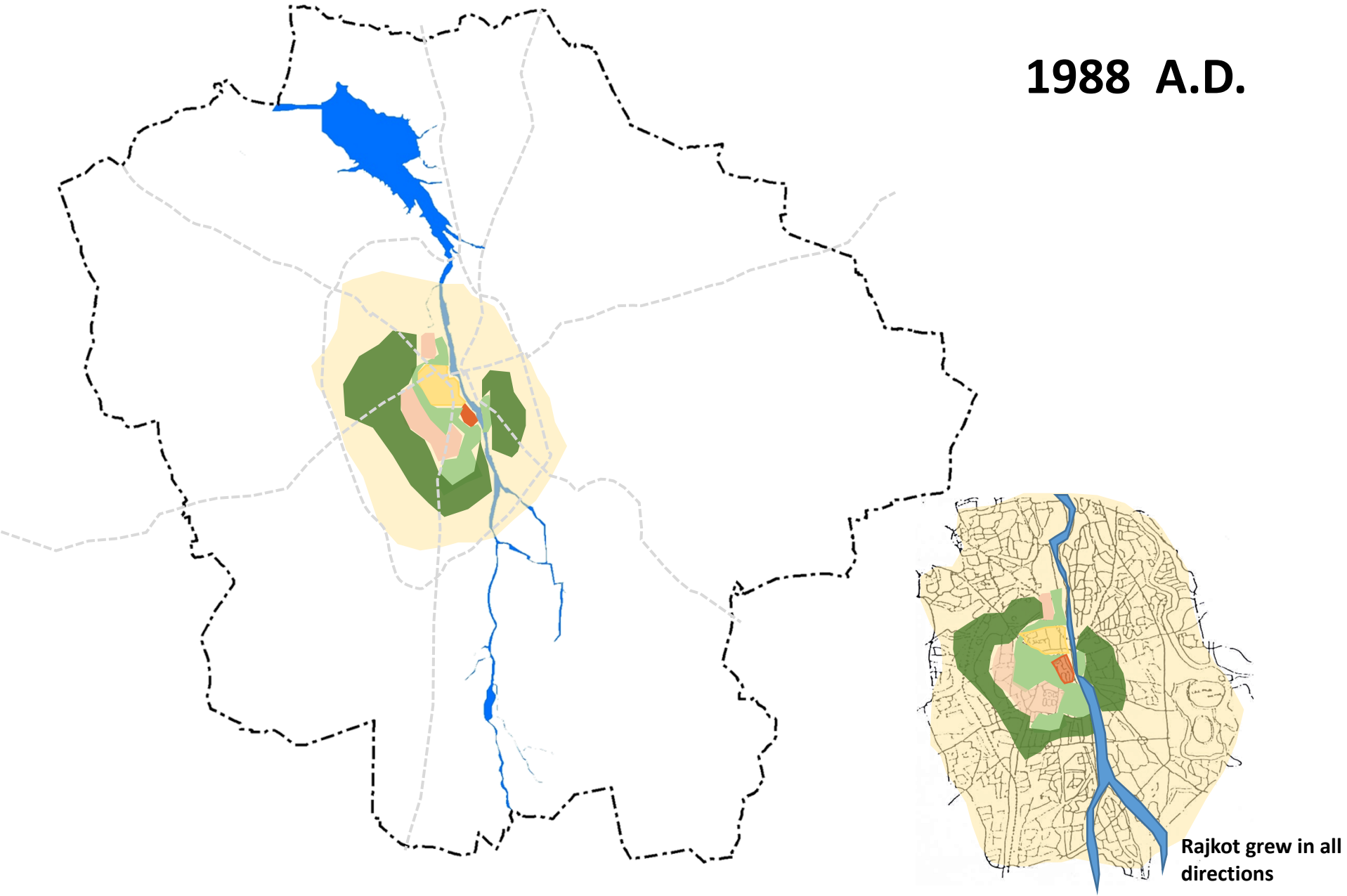
Chronological Growth of the City

1970 A.D.



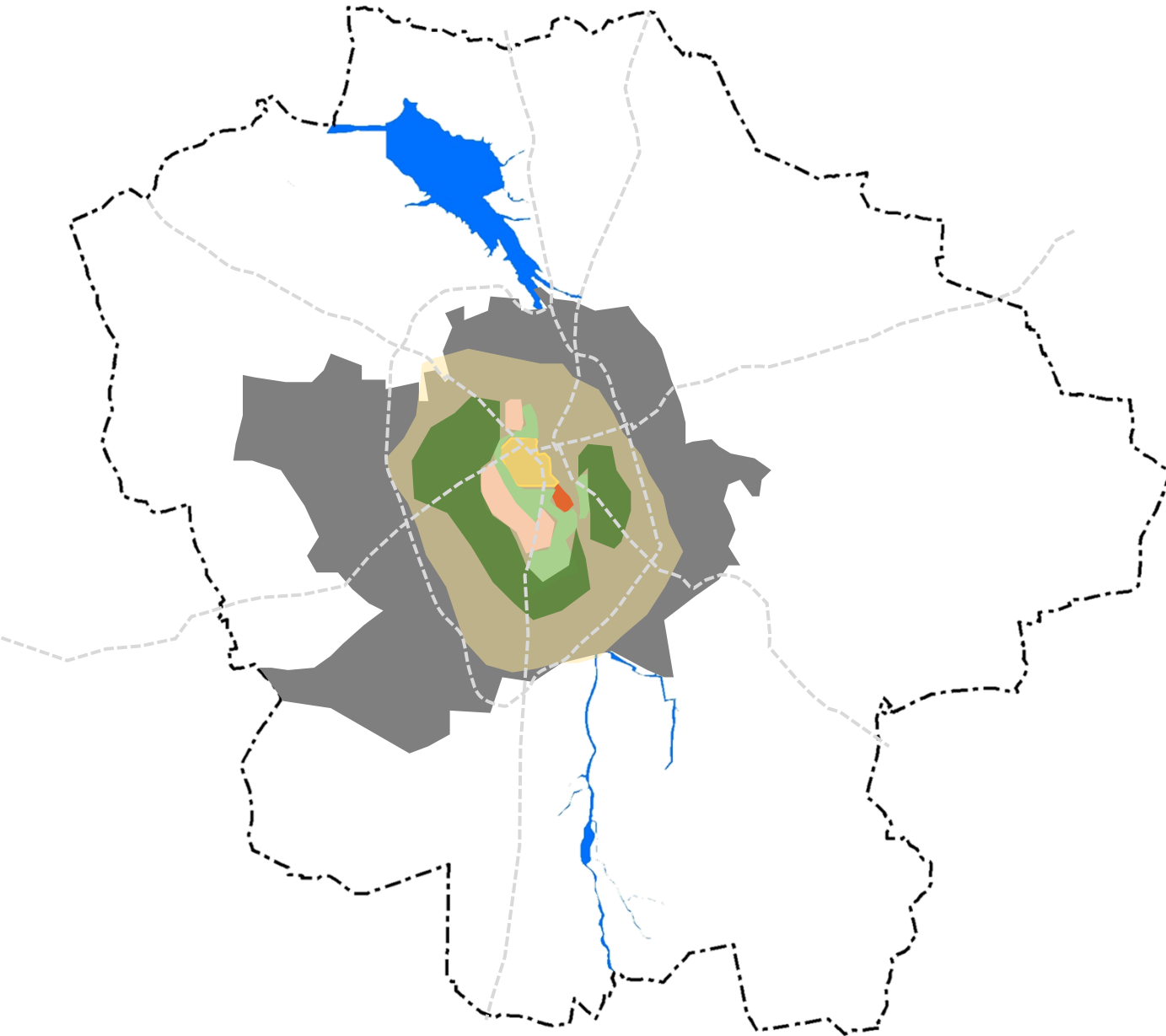
Chronological Growth of the City

1988 A.D.



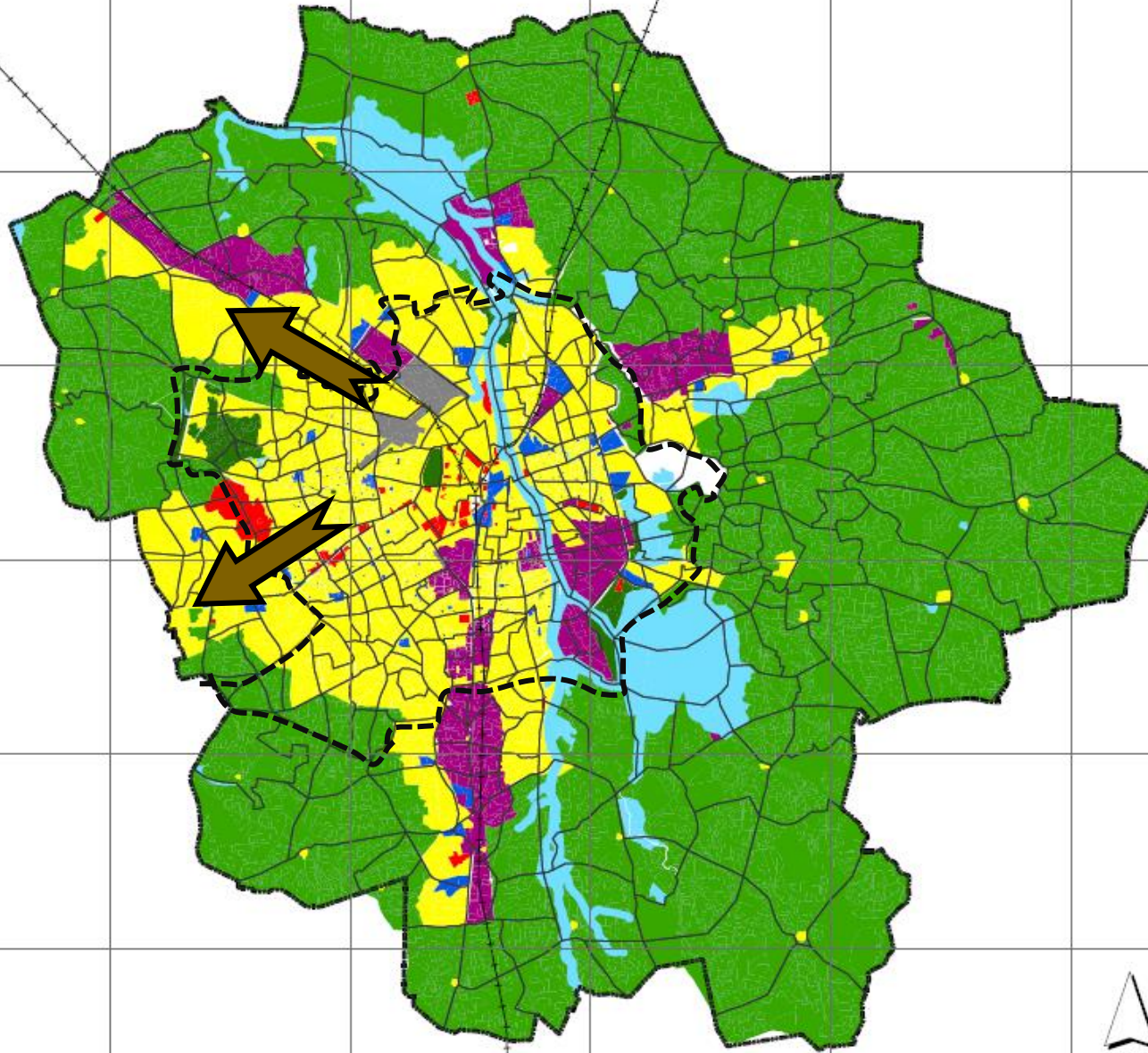
Chronological Growth of the City

2013 A.D.







Proposed Development Plan Rajkot

Propose Landuse Plan



LEGEND

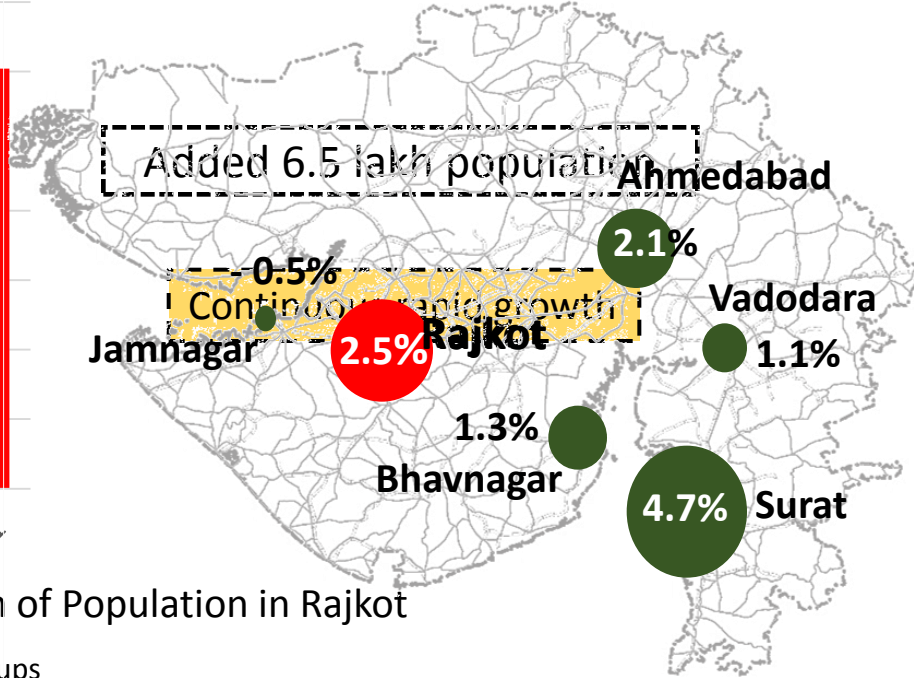
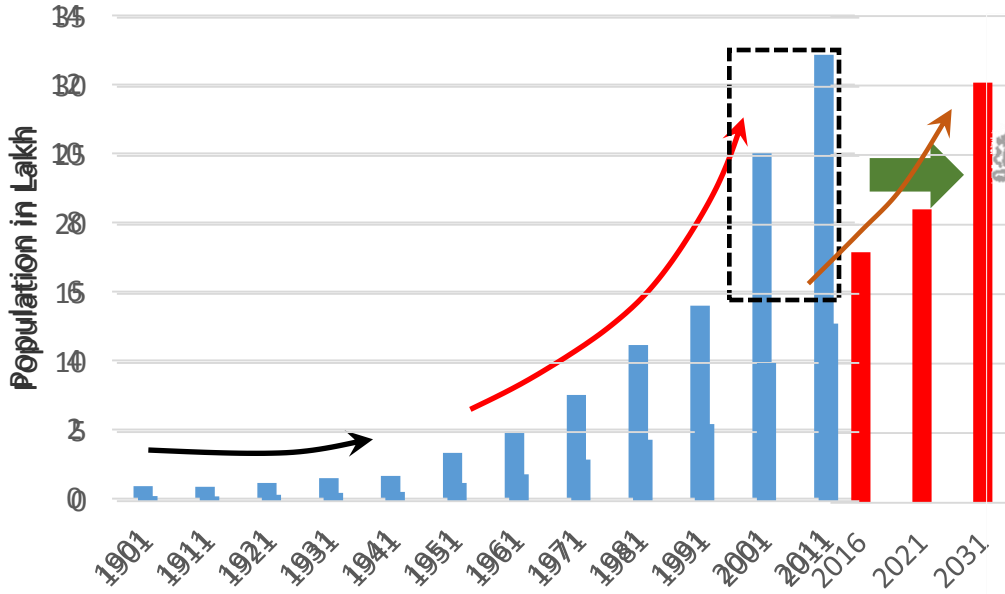
-  RUDA Boundary
-  TAZ Boundary
-  Railway line
-  River

Landuse

-  Agriculture
-  Transportation
-  Commercial
-  Water Bodies
-  Recreation
-  Industrial
-  Residential
-  Public

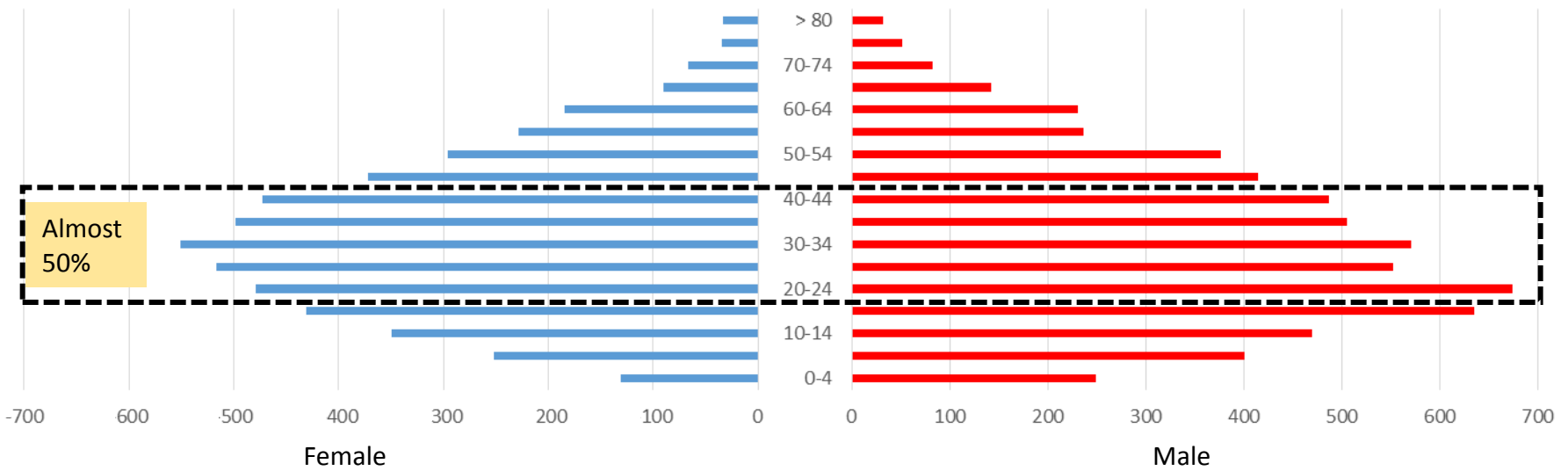
Socio-economic Characteristics

Population Growth Trends in Rajkot



Age & Sex wise distribution of Population in Rajkot

Age Groups

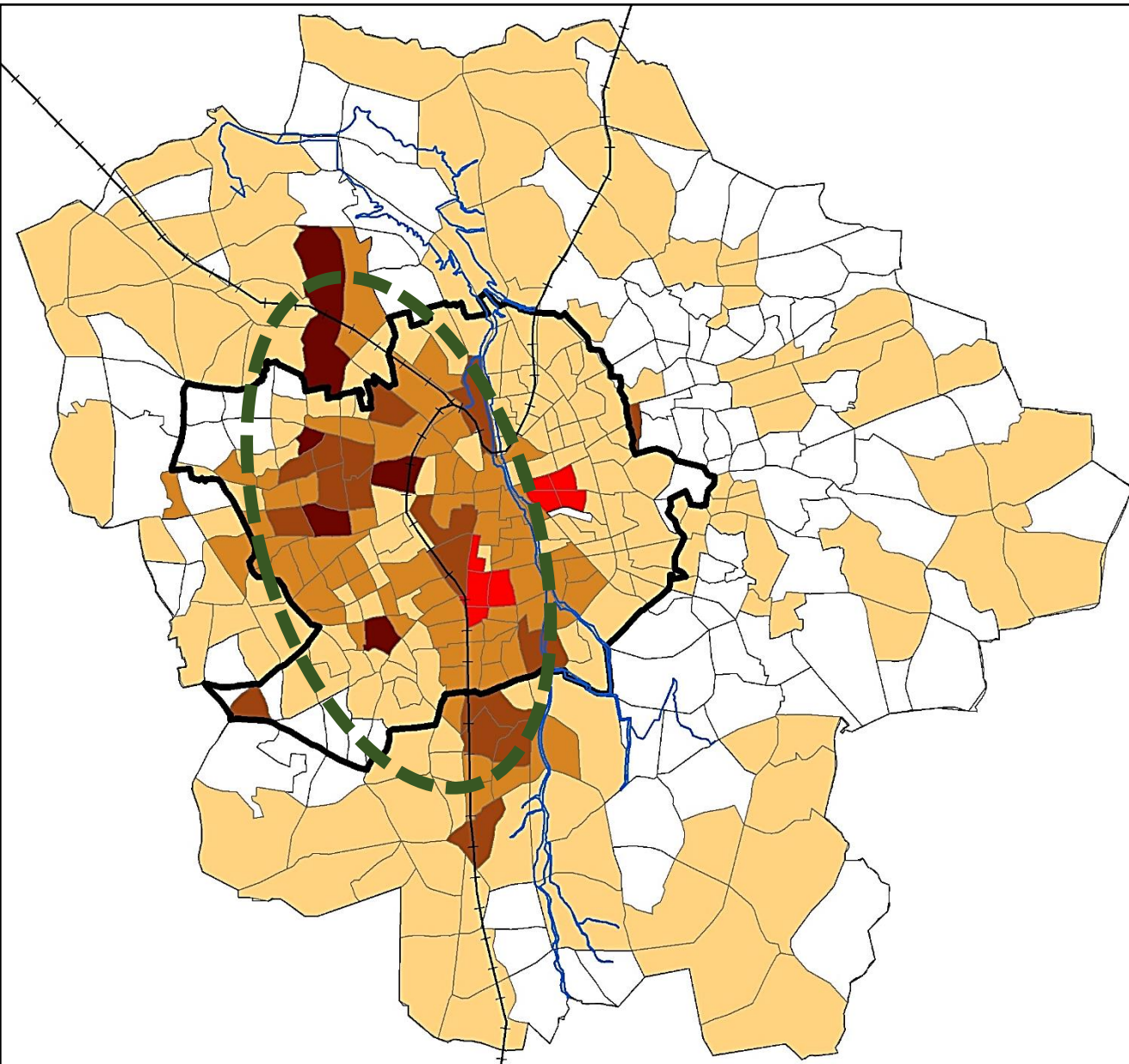


Source: Census and Primary Survey

Population Change between 2001-2011

Rajkot

Socio-economic Characteristics



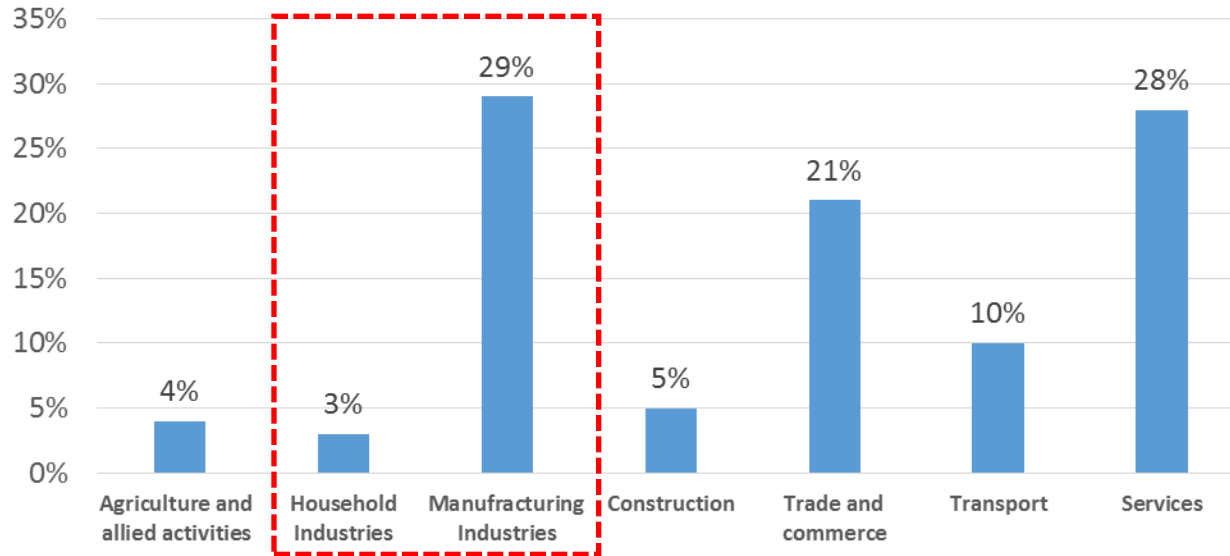
Legend

- RMC Boundary
- RUDA Boundary
- River
- Railway lines

Population Change in 2001-2011

- Decline in Population
- No Change
- 1 - 2000
- 2001 - 6000
- 6001 - 10000
- 10001 - 15520

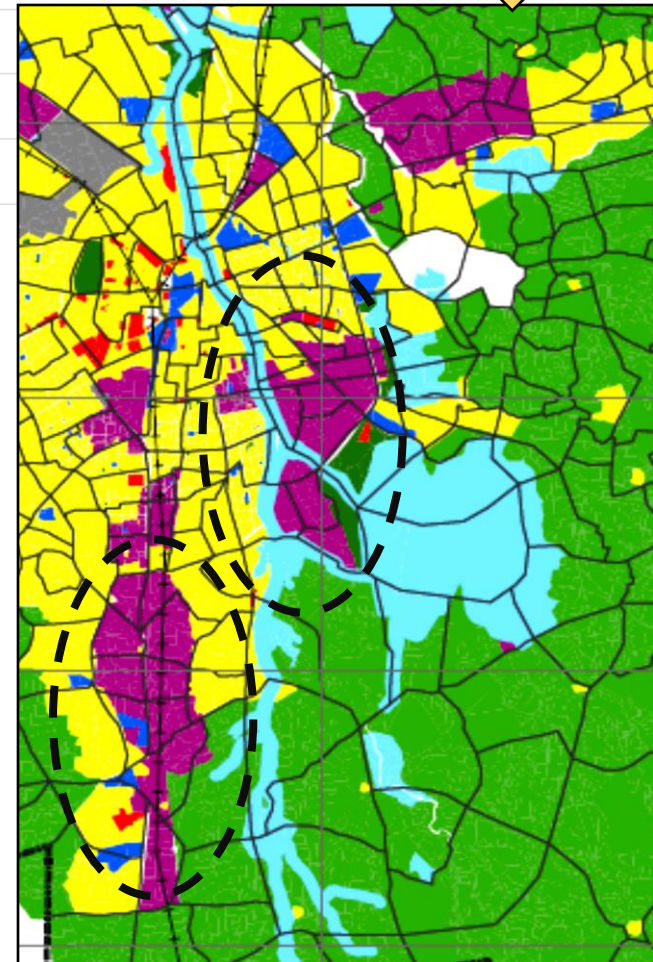
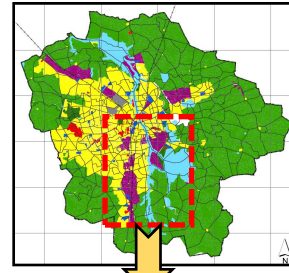
Employment Distribution in Sectors



- Aji Industrial Estate
- Bhaktinagar Industrial Estate
- 73 large and medium scale industry
- More than 30000 small scale industry

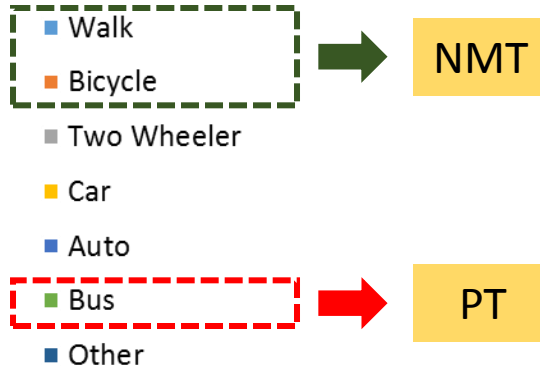
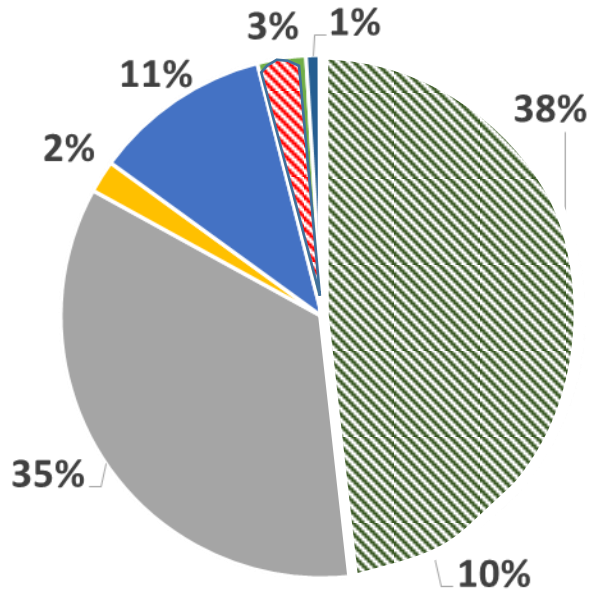
Major Industries are:

Ceramics, Electronics equipments, Textile, Plastics etc.

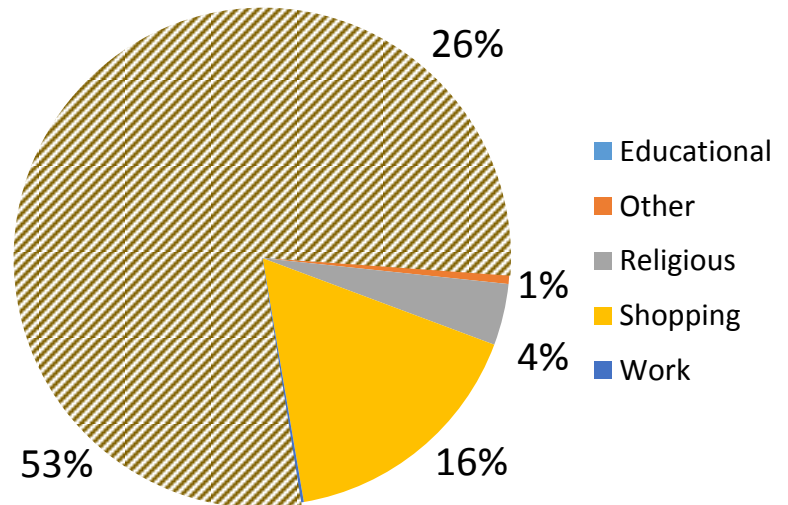


Travel Characteristics

Mode Share of Rajkot



Purpose of Travel

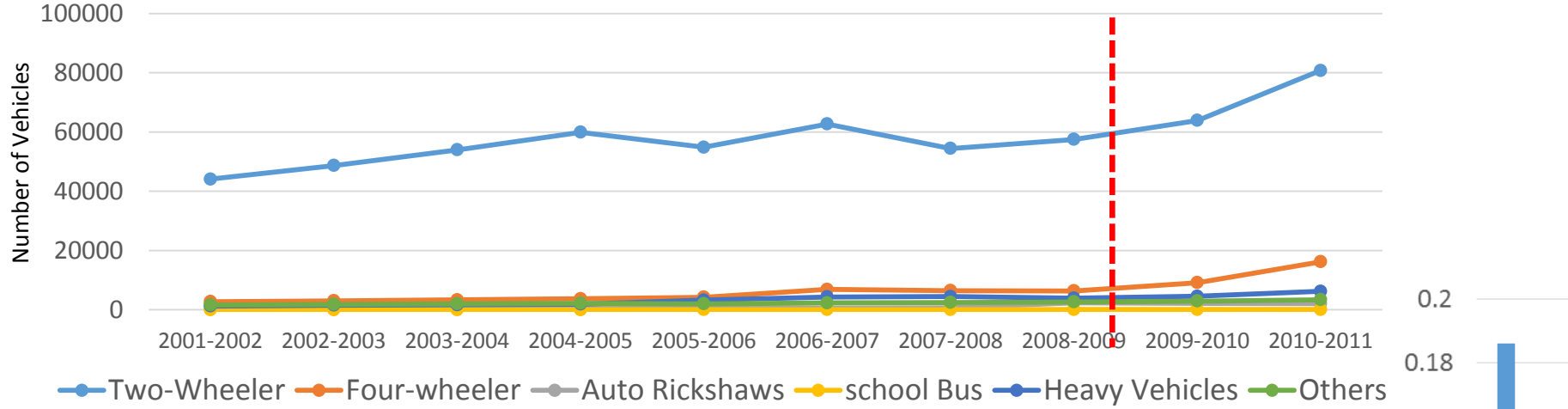


Work & Education trips combine almost 80% of total trips

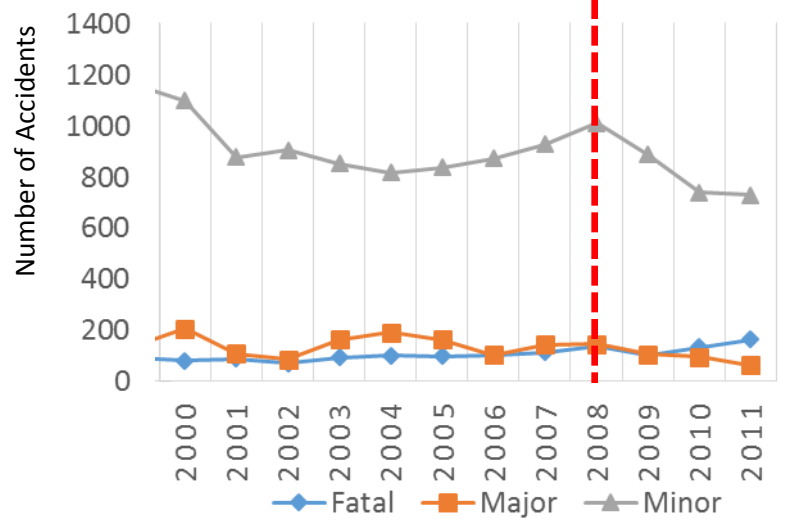


Transport Characteristics

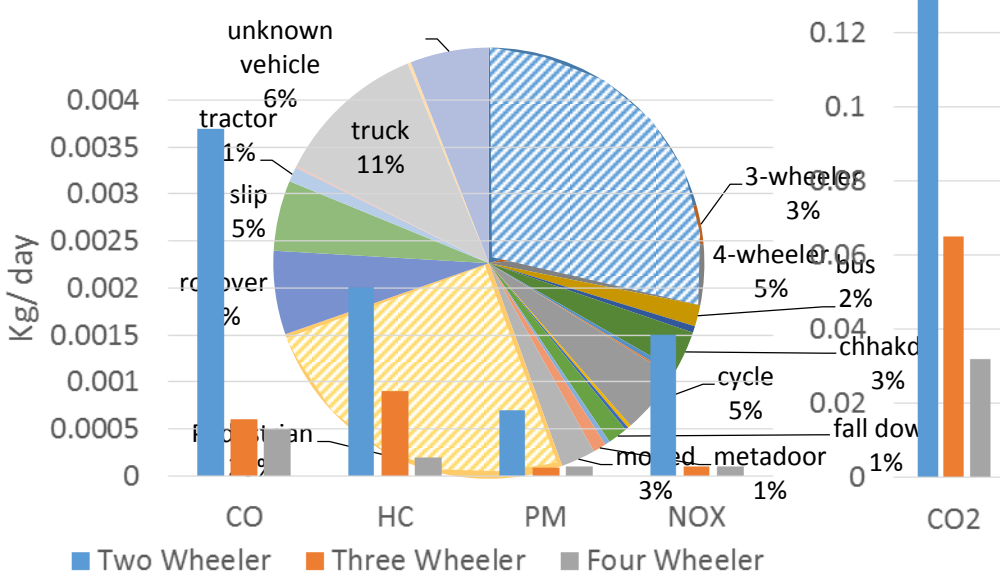
Vehicular Growth Trends in Rajkot (2001-2011)



Accident rate in Rajkot (2000-2011)



Per Capita Vehicle Emission



**CITY DEVELOPMENT
PLAN**

Talks about catering to the demand of projected population in an equitable way, by optimum use of resources, making the city sustainable

City sprawl leading to inefficiency of infrastructure should be controlled by **concentrating development and integration with transport system**

Around 50% of the trips in Rajkot include **walking and bicycling**, which is not prioritized

Options of transport mode should be created for **all groups of people**

Increasing vehicles leading to higher **emissions** is a growing concern to be focused upon

**2nd Generation CITY
DEVELOPMENT PLAN**

- ✓ Transport System for NMV's
- ✓ Conversion of auto & shuttle in CNG
- ✓ Green ways along transport corridors
- ✓ Public cycle sharing

**TO MAKE RAJKOT A HEALTHY, SAFE AND ENVIRONMENTALLY SUSTAINABLE CITY
WITH BETTER ACCESSIBILITIES FOR ALL, THROUGH ENCOURAGING LOW CARBON
TRANSPORTATION**

Healthy

Reducing emissions of CO, CO₂, HC by vehicles

Safe

Reducing accidents as well as fatalities on roads

Sustainable

Optimum use of road infrastructure for future inclusive of all socio-economic groups

Low Carbon Transport

Encouraging Non Motorized travel and providing jobs nearby residences