

P R E F A C E

Today Indian town planners and traffic engineers are faced by the task of building and re-building cities adapted to both the slow moving vehicles and the fast moving automated modes of movement. The poor economic condition of the majority of urban dwellers inhibiting ownership of private automotive vehicles, the public exchequer incapable of providing requisite public transport facilities in urban areas, the lack of opportunity - financial or otherwise - to renew the older parts of the many Indian cities, the availability of cheap labour and the present energy crisis necessitate that the slow moving vehicles continue to play an important role in the movement of people and goods in Indian urban areas in the foreseeable future.

There is, therefore, a need to study the utility of slow moving vehicles and their areas of viability in Indian urban areas. This research is based on surveys aimed towards investigating the levels of utility of slow moving vehicles, in different parts of Indian cities, through quantitative measures so that these measures can be used as guiding factors in the decision making process of providing facilities in respect of such vehicles. Detailed study has been conducted in the three cities in the State of West Bengal for identifying the factors governing the levels of use of slow moving vehicles. Models are formulated for three identifiable types of movement attributable to bicycles, rickshaws and

slow moving goods carriers. Nomographs have been prepared for easy estimation of the levels of use of these modes of movement. Finally the application of these levels in the decision making process is indicated.

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