As a student of Commerce and as a practising businessman in the field of Cycle Industry, I am very happy to submit my research thesis on:

"A STUDY OF THE IMPACT OF CYCLE INDUSTRY ON MOBILITY OF POPULATION WITH REFERENCE TO PUNE (1969-80)

As a resident of the Pune city for the last thirty years, I have been keenly observing the important socio-economic changes taking place around Pune. I was a witness to the disastrous consequences of the Panshet Calamity (1961) on the civic life in Pune city. Since 1961, several problems like housing, parking, heavy traffic leading to high accident frequency, the high cost of local transport, high mobility of working population necessitated by the process of industrialisation and urbanisation, parking problems in the marketing areas and population congestion in the different 'Pethas' etc., were created in the city life of the Poona People. Importance of the Pune city grew as it became the highly industrialised city - next only to Bombay. The geographical and demographical coverage of the Pune city increased manifold. The wide-dispersal of population necessitated by the occupational changes and changes in population settlements necessitated high mobility of population in different directions to and from the Central core and other newly developed areas of the Pune city. The Oil crisis aggravated the problem of social mobility as it increased the relative cost of local movement of population by machine driven vehicles.
As one of the prominent Cycle-dealers in Poona, I minutely watched how people in Pune city in the lower income groups and even people in higher income groups developed affinity to 'Bicycle' as the most convenient and cheapest means of local conveyance. Such changes in the people's attitude were reflected in the gradual increases in the sales of bicycle at the local level during the last ten years. I also came to know from the various journals and newspapers that such changes in people's attitudes to 'bicycle' are not only peculiar to people in the Pune city but also that these changes are characteristic of changes in the attitudes of all the Indian people in cities and in villages in 'general. This correlation between 'bicycle' and 'movement' or 'mobility' of population in cities and villages in a developing country like India attracted my attention as a topic of research.

There were several other factors which induced me to take up research on 'impact of mobility of a bicycle on the mobility of population'. My father Late Shri Nanasaheb Kulkarni had been in the cycle business as a prominent Cycle dealer for the last fifty years and did a pioneering work in the field. We, Shri Jagannath, Shrinivas and Vinayak Kulkarni, his three sons inherited from our father long business traditions. He guided us in all the business activities and was a source of inspiration for all of us. His studious nature created in us the insight in our business. He was a source of all the knowledge and wisdom. We also came in contact with eminent people (manufacturers, managers, dealers etc.) in business
and in our informal conversations with them we were in a position to have an insight into the problems faced by the cycle industry and its impact on the civic life in Indian cities and in villages.

As a result, in consultation with my guide Dr. J. K. Godha, I finalised the topic of my research and decided to study the problem of impact of a bicycle on mobility of population in Pune during the period from 1969 to 1980. I was keenly interested in finding out how an important role could be assigned in future to bicycle in the civic life of Poona people in view of developments that had taken place previously and that would take place in future.

I have studied the problem in the following manner:

1. I have made a reference to the problems of city life in metropolitan cities created by the process of socio-economic development in developed and developing countries like India.

2. In particular I have traced important social, economic, demographic and other changes in the life of Poona people. I have also emphasised how important changes to take place in future would necessitate a convenient and cheap mode of local transport for the Poona people. I have also emphasised how the oil crisis, the various problems in the city life and town planning, the poor performance of the P.M.T. undertaking in the Poona city have been responsible for increasing the
relative importance of a bicycle as the most convenient and cheapest means of local transport for a poor citizen.

3. I have made an attempt to show how the various changes in the model of a bicycle have tremendously increased the convenience offered by a bicycle to women, sportsmen, schoolgoing and college-going students, workers, agriculturists, government servants, hawkers etc.

4. I have discovered how, the cycle industry in India, inspite of various important problems faced by it, is and would be in a position to meet the ever increasing demand for a bicycle. The demand and supply analysis reveals how the cycle industry would be in a position to keep pace with increasing demand so that an equilibrium position between demand and supply could be achieved in future. I have also indicated, how a proper governmental policy would enable the cycle industry to attain such an equilibrium position.

5. I have prepared the mobility indexes for different parts of the Pune city on the basis of the possible movements of population required, and on the basis of Poona peoples' reliance on bicycle as the most convenient means of local transport. Local transport of goods and people is a fundamental problem in the city life. Gravity of this problem has been increasing in all the cities in the world and Poona is no exception to it. The other problems of traffic congestion, parking, healthy and conditions congenial to sound health also have invited the
the attention of the Poona city Planners. Future
city planning of Poona city can never be complete
without realising the importance of a bicycle at
present and future.

These things have been pointed out by several
experts, executives, engineers, corporators in the
various articles published from time to time. I
have been keenly going through all the articles.
The important inferences are based on the statistical
information contained in the various journals and
local newspapers. The authorities of the Poona
University and Municipal Corporation, R.T.O., also
provided me with the latest records on the present
developments and the future town planning schemes of
the Poona city. Important relevant information was
made available to me from the various reports,
articles and surveys made by experts. In order to
know the various aspects of the problem I interviewed
various customers, rickshaw drivers, local dealers
and had informal discussions with the various carpo-
rators, engineers and executives in the prominent
cycle-manufacturing units. All these methods of study
and sources of vital information greatly facilitated
my research and enabled me to draw important conclu-
sions about the impact of a bicycle on mobility of
population. I seriously feel that bicycle industry
in India has played and shall continue to play an
important role in increasing mobility of population
in cities and villages in India in future years
to come.

I gratefully acknowledge the help rendered
and guidance given in my study by my Guide Dr. J.K. Godha.
I should not forget to mention the encouragement given by Dr. M. C. Dixit, my beloved and senior teacher. I am indebted to my elder brother Shri Babasaheb and my friend Shri. Avinash Limaye, who took sincere and maximum efforts in typing the thesis accurately and decently, and various other academicians, teachers and authorities and executives. In the conduct of my research work, I have consulted the important standard works, journals, research papers and articles on the subject. I am indebted to these writers of books, contributors of research papers and articles in the various periodicals and newspapers. I express my gratitude to all other knowledgeable people with whom I had discussions.

I hope that my study would be of some use in formulation of future policies for promotion of welfare of the Indian people.

S. S. KULKARNI