LIST OF TABLES

<table>
<thead>
<tr>
<th>TABLE NUMBER</th>
<th>DESCRIPTION</th>
<th>PAGE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Road Space Requirement for Different Modes</td>
<td>3</td>
</tr>
<tr>
<td>1.2</td>
<td>Existing and Targeted Modal Share of Public Transport</td>
<td>4</td>
</tr>
<tr>
<td>1.3</td>
<td>Urban Transport - Modal Split in Selected Cities</td>
<td>6</td>
</tr>
<tr>
<td>1.4</td>
<td>Modal Split of Urban Trips in Major Indian Cities</td>
<td>7</td>
</tr>
<tr>
<td>2.1</td>
<td>Factors Considered as Affecting Mode Choice in Different Studies</td>
<td>14</td>
</tr>
<tr>
<td>2.2</td>
<td>Salient Features of Selected Logit Models</td>
<td>28</td>
</tr>
<tr>
<td>4.1</td>
<td>Purposewise Distribution of Trips in Some Cities</td>
<td>50</td>
</tr>
<tr>
<td>4.2</td>
<td>Share of Cycle and Walk Trips in Some Cities</td>
<td>50</td>
</tr>
<tr>
<td>4.3</td>
<td>Modal Split of Vehicle Trips in Major Indian Cities</td>
<td>50</td>
</tr>
<tr>
<td>4.4</td>
<td>Growth of Vehicles in Two Major Cities in India</td>
<td>51</td>
</tr>
<tr>
<td>4.5</td>
<td>Trend in Change of Modal Split in Madras</td>
<td>54</td>
</tr>
<tr>
<td>4.6</td>
<td>Modal Share of Trips on Three Major Radial Rail-Road Corridors</td>
<td>54</td>
</tr>
<tr>
<td>4.7</td>
<td>Share of Various Modes in the Absence of Rail System</td>
<td>55</td>
</tr>
<tr>
<td>4.8</td>
<td>Trip Distribution by Modes for Different Family Incomes</td>
<td>56</td>
</tr>
<tr>
<td>4.9</td>
<td>Modewise Distribution of Trips Based on Distance</td>
<td>57</td>
</tr>
<tr>
<td>5.1</td>
<td>General Characteristics of Sample Population</td>
<td>66</td>
</tr>
<tr>
<td>5.2</td>
<td>Values of Importance Attached to Various Modal Attributes by Commuters from Three Different Areas</td>
<td>68</td>
</tr>
<tr>
<td>5.3</td>
<td>Level of Satisfaction Expressed Based on Their Experience for Different Modes in Respect of Various Travel Attributes</td>
<td>70</td>
</tr>
<tr>
<td>5.4</td>
<td>Basic Characteristics of Selected Commuters who Expressed Views on Modal Attributes and Their Behaviour of Availing Various Modes.</td>
<td>73</td>
</tr>
<tr>
<td>5.5</td>
<td>Attitude Values for Different Modes for Different Areas and for Aggregated Samples</td>
<td>74</td>
</tr>
<tr>
<td>5.6</td>
<td>Modewise Attribute Values Stratified on Income Basis</td>
<td>76</td>
</tr>
</tbody>
</table>
5.7 Correlation Between Attitude Values and Various Travel Factors
5.8 Statistical Fit Test Values for MLR Models to Relate Attitude Values and Socio-Economic Factors
5.9 Mean Attitude Values for Various Modes by Different Income Groups (Work Trips)
5.10 Attitude Values for Various Modes of Use and Non-use by Different Groups
5.11 Regression Models Developed for Attributewise Attitude Values for Different Modes
5.12 Attributewise Values for Different Attributes for Various Modes for Use in Computation of Attitude Values
5.13 Summary of Rank Ordering done by Private Vehicle Users of Actions to Improve Public Transport
6.1 Model Parameters of Multiple Linear Regression Models Using Attitude Values for Modal Split
6.2 Model Parameters for Different Combinations of MLR Models Using Attitude Value Ratios
6.3 Model Coefficients for Non-Vehicle Owning Persons With and Without Attitude Value
6.4 Model Coefficients for Cycle Owning Persons With and Without Attitude Values
6.5 Model Coefficients for Two Wheeler Owners With and Without Attitude Values
6.6 Model Coefficients for Car Owners With and Without Attitude Values
7.1 Choice of Primary Mode and Level of Satisfaction Enjoyed by Different Income Groups
7.2 Results of Trade-off Game on Travel Attributes
7.3 Relative Importance of Different Travel Attributes for Different Income Groups (Without Trade-off)
7.4 Important and Unimportant Attributes for Different Income Groups
7.5 Relative Levels of Importance and Unimportance Based on Trade-off by Stratified Samples
7.6 Degree of Importance of Different Travel Attributes as Revealed by Trade-off Game.
7.7 Level of Service details for $y_5$ (Interruption in flow of traffic) 130
7.8 Level of Service details for $y_6$ (Tension during travel) 130
7.9 Level of Service details for $y_7$ (Comfort during travel) 130
7.10 Level of Service details for $y_8$ (Reliability of Arrival of Transport) 131
7.11 Level of Service details for $y_9$ (Air pollution and Noise) 131
7.12 Relative Grading of Improvements or Changes Suggested to Make a Shift on to Public Transport 132
7.13 Pattern of Spending Extra Income 133
7.14 Importance of Travel Related Attributes While Spending Extra Income 133
7.15 Trade-off Propensities for Work Trips (All groups together) 135
7.16 Attributes Traded-off in Favour of Train and Special Bus and Persons Likely to Shift to New Systems 136
7.17 Likely Shift in Modal Choice Among Sample Population on Introduction of New Systems 138
7.18 Trade-off Propensities by Private Transport Users (Car/Two wheelers/IPT) 139
7.19 Attributes Traded-off in Favour of Train and Special Bus and Likely Shift to New Systems by Private Vehicle Users 140
7.20 Trade-off Propensities by Bus Users 141
7.21 Attributes Traded-off in Favour of Train and Special Bus and Likely Shift by Bus users 142
7.22 Trade-off Propensities by Train Users 143
7.23 Attributes Traded-off in Favour of Special Bus by Users of Train and Likely Shift to New System 144
7.24 Trade-off Propensities by Cycle Users 145
7.25 Attributes Traded-off in Favour of Train and Likely Shift by Cyclists to Train 146
7.26 Present and Future Modal share by different vehicle Users 146
8.1 Possibility of Having Transport Facilities by Target Years 154
8.2 Possibility of Introducing New Forms of Public Transport 156
8.3 Anticipated Future Modal Split in Madras by 2001 and 2011
8.4 Desirability and Feasibility of introducing Certain Measures to Improve Public Transport Systems
8.5 Importance of Actions Proposed and Their Feasibility to Improve Loading on Public Transport
8.6 Desirability and Feasibility on Implementing Resource Mobilisation Programmes
8.7 Additional Measures for Improving Transportation System in Madras
9.1 Share of Different Modes for Sample-Work Trips - Present (Without RTS) and Future (With RTS)
9.2 Estimation of Total Time and Cost of Travel
9.3 Travel Time by Different Modes for Trips to Different Zones from the Study Area
9.4 Cost of Travel by Different Modes for Trips to Different Zones from the Study Area
9.5 User 'Attitude, Values' for Different Modes for Trips to Different Zones from the Study Area
9.6 Commuters of Different Categories Using Different Modes (Estimated from Models)
9.7 Comparison of Modal Split-Survey Findings with Model Predictions
9.8 Likely Shift to New Systems Introduced
9.9 Likely Shift of Modes and Modal Choice in Kottur - Adyar Area When RTS is Available - using Trade-off Matrix
9.10 Likely Shift of Modal Choice in Kottur - Adyar Area When Special Bus is Available using Trade-off Matrix