



Government of the people's Republic of Bangladesh
Ministry of Housing and Public Works
Urban Development Directorate
82 Segunbagicha, Dhaka-1000

PREPARATION OF DEVELOPMENT PLAN FOR MEHERPUR ZILLA

REPORT ON ASSIGNMENT-1

Meta Data Creation with Report

June 2025

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Summary of Assignment-1

A. Summary of Assignment-1

This report summarizes the Assignment-1 according to the ToR by Junior GIS Consultant (Individual Consultant) for the “Preparation of Development Plan for Meherpur Zilla” project. The assignment has done by me is “Meta Data Creation with Report”. The detail process is also summarized in the Report. The transportation system in Meherpur Pourashava reflects a diverse range of daily travel behaviors, influenced by factors such as ward location, gender, and purpose of travel. Overall and ward-wise analysis shows that non-motorized modes like walking and rickshaws are the most commonly used forms of transport, especially in central areas, while motorized vehicles such as motorcycles and auto-rickshaws are more common in peripheral wards. Gender-wise, males tend to use bicycles, motorcycles, and public transport more frequently, whereas females rely heavily on walking and rickshaws due to cultural norms, safety concerns, and affordability. When examining the purpose of travel across different wards and transportation modes, education emerges as the most dominant reason for movement, followed by work, treatment, shopping, and social visits—each associated with different transport choices depending on distance and accessibility. Importantly, Meherpur Pourashava demonstrates strong potential for promoting itself as a green city, given its existing reliance on non-motorized transportation. To strengthen this, the city should invest in safer pedestrian paths, bicycle-friendly infrastructure, gender-inclusive transport planning, and policies that reduce dependency on fossil fuels, thereby supporting a more sustainable and environmentally friendly urban future.

(Md. Kamrul Hasan)
Junior GIS Consultant

Meta Data Creation with Report

1. Exiting Transportation mode analysis for Daily use in Meherpur Pourashava:

Meherpur Pourashava, located in the southwestern region of Bangladesh, serves as a vital administrative and commercial hub of Meherpur district. As a growing urban center, the daily transportation patterns of its residents reflect the socio-economic structure and infrastructural development of the area. The mode of transportation used for daily activities—such as commuting to workplaces, educational institutions, markets, and healthcare facilities—plays a crucial role in shaping the urban mobility and quality of life. In Meherpur Pourashava, a variety of transportation modes are utilized, including motorcycles, bicycles, rickshaws, vans, and walking. Understanding the distribution and preference of these modes helps in planning sustainable transport systems, improving connectivity, and ensuring efficient urban mobility.

Transportation Mode for Daily Use	Counts	Percentage
By Foot	527	43.20%
By Rickshaw	358	29.30%
By Van	26	2.10%
By Cycle	138	11.30%
By Motorcycle	126	10.30%
By Car	4	0.30%
By Bus	21	1.70%
By Microbus	1	0.10%
By Others (Easy Byke)	19	1.60%

Table 1: Transportation Mode for Daily use at Meherpur Pourashava

Source: Prepared by Consultant, 2025

From the socio-Economic survey data, the transportation mode is Foot, rickshaw, van, cycle, motorcycle, car, Bus, Microbus and Easybyke. From the respondent the dominated Transportation mode area foot, rickshaw, Cycle and motorcycle. The others mode user is limited for daily use.

1.1. Ward wise Transportation Mode for Daily use:

There are 9 wards in Meherpur Pourashava. The transportation modes for daily use vary significantly across the different wards of Meherpur Pourashava, reflecting diverse socio-economic conditions, road infrastructure, and access to public transport. In central and more developed wards motorcycles and rickshaws are commonly used due to better road

connectivity and higher income levels. In contrast, peripheral wards a higher reliance on walking, bicycles, and vans, as these areas often lack well-developed transport networks. Rickshaws and battery-operated auto-rickshaws are frequently used for short-distance travel across most wards, especially for accessing schools, markets, and health services. The ward wise analysis of transportation modes highlights the need for localized transport planning to ensure equitable and efficient mobility options for all residents of the Pourashava.

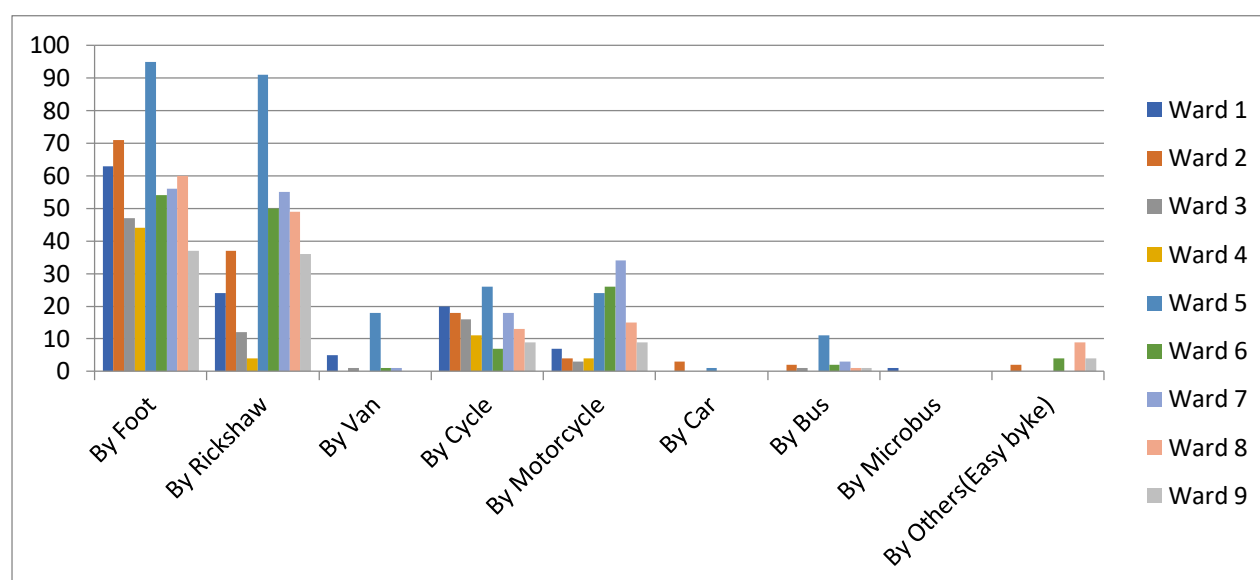


Figure 1: Ward wise Transportation mode for daily use. Source: Prepared by Consultant, 2025

Here is the Ward-wise distribution of transportation modes for daily use in Meherpur Pourashava, covering nine wards. It highlights a significant reliance on ("By Foot") and rickshaws across most wards. **Ward 5** stands out with the highest percentage of people commuting **by foot (over 90%)** and **by rickshaw (over 90%)**, suggesting limited access to motorized transport. Similarly, high walking percentages are also seen in Wards 1, 2, and 8.

In contrast, **motorcycle usage is prominent in Wards 6 and 7**, where around 25–35% of residents use this mode. **Cycle usage** is moderately distributed across most wards, especially Wards 1, 3, and 5. The use of **vans** is notably higher in **Ward 5**, likely due to limited public transport options. Other modes like **cars, buses, and microbuses** are minimally used across all wards, indicating limited ownership or availability. Interestingly, **"Others (Easy bikes)"** see modest use in Wards 6, 8, and 9. This chart reflects the continued dominance of non-motorized and informal transport systems in daily mobility across Meherpur Pourashava, with clear variations among wards influenced by accessibility, infrastructure, and socio-economic factors.

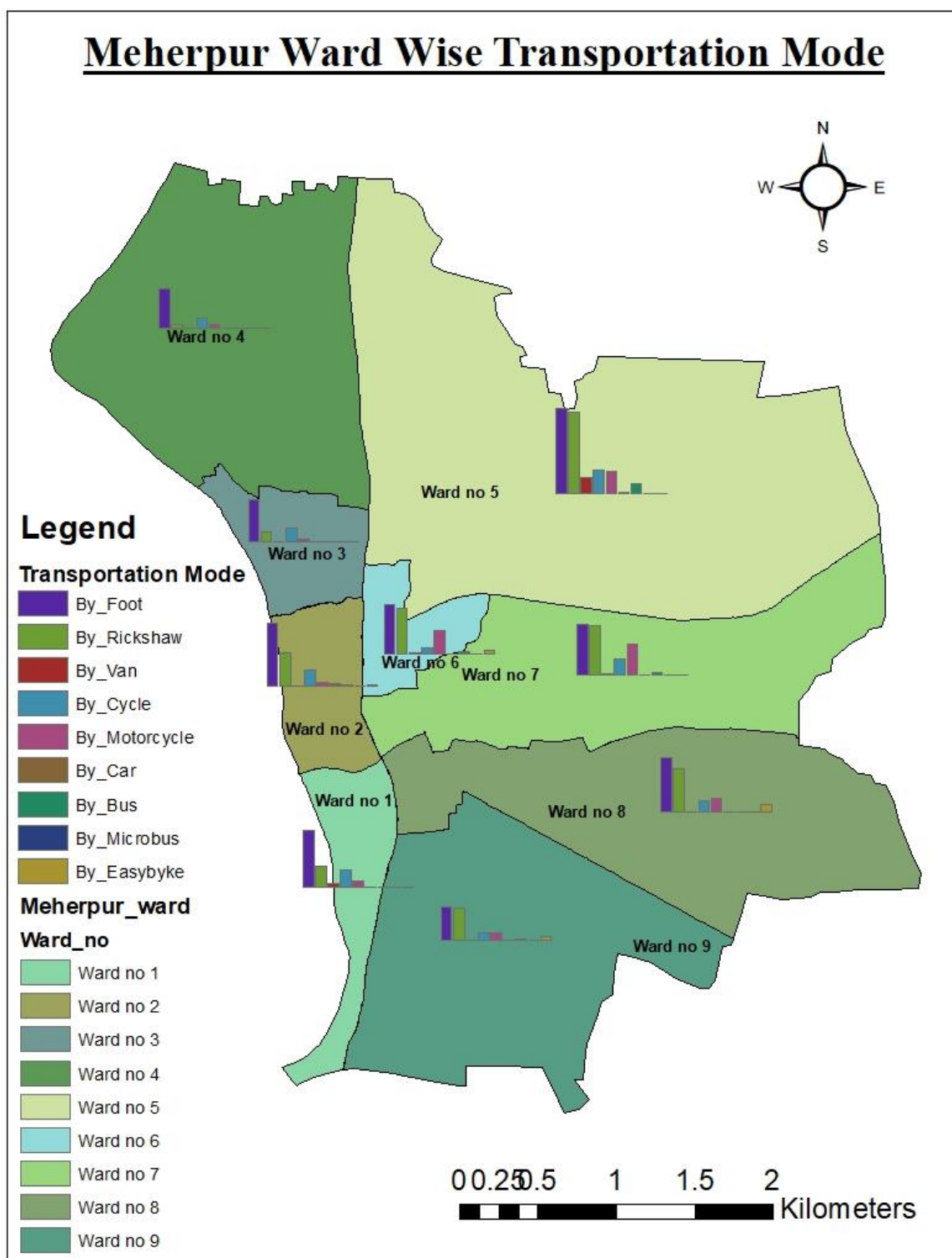


Figure 2: Meherpur Ward wise Transportation Mode

Source: Prepared by Consultant, 2025

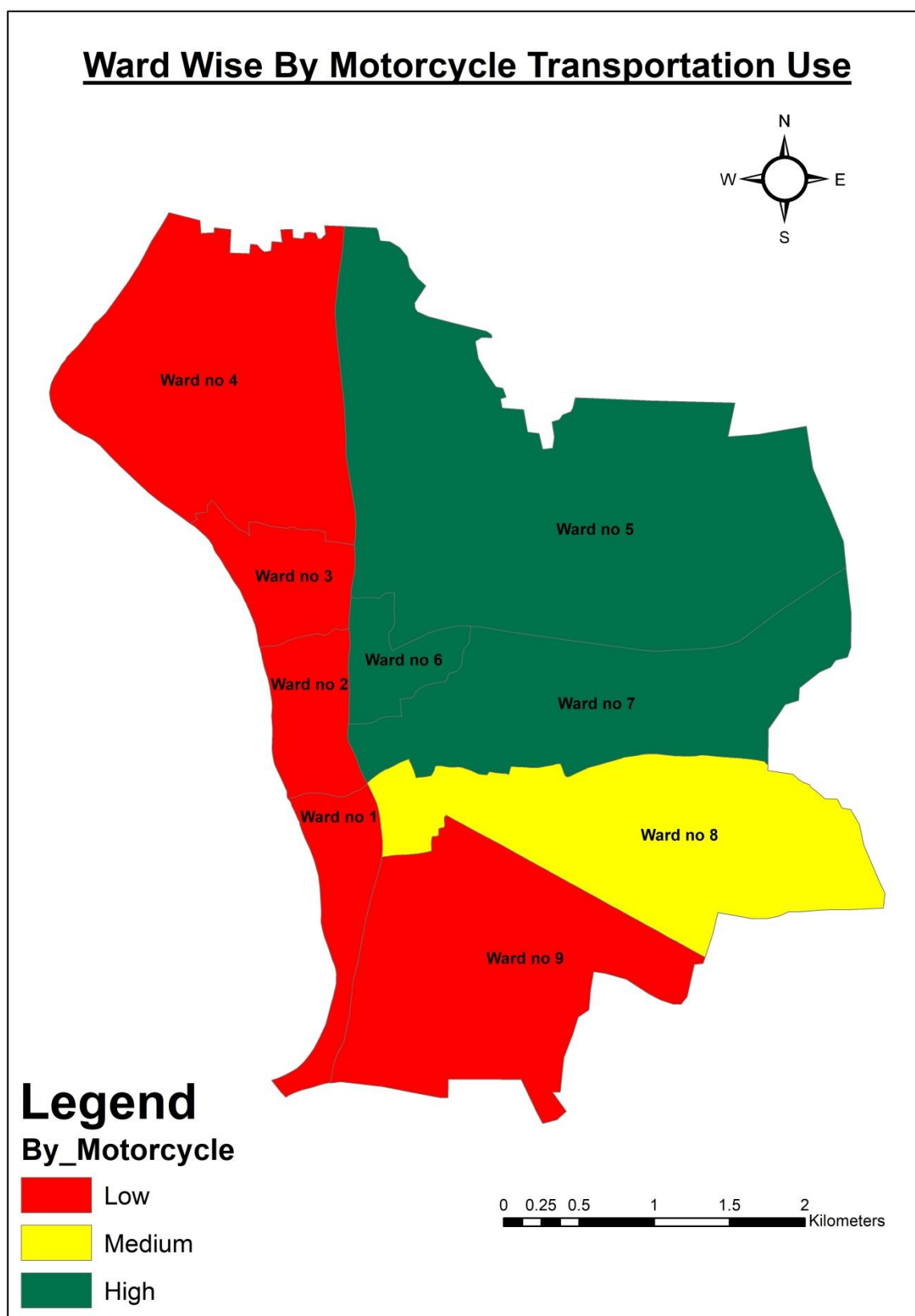


Figure 3: Ward wise By Motorcycle Transportation Use

Source: Prepared by Consultant, 2025

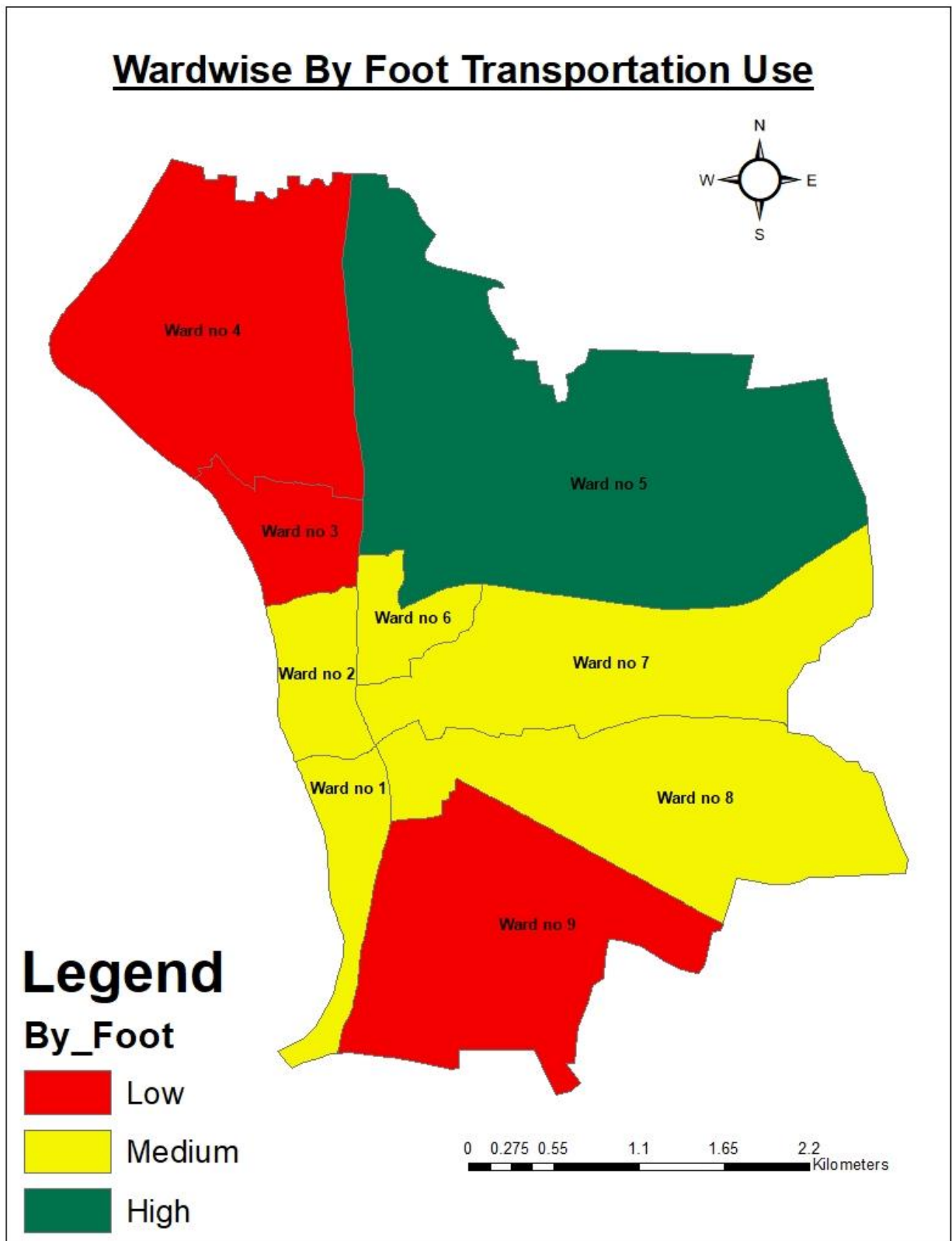


Figure 4: Ward wise By Foot Transportation Use

Source: Prepared by Consultant, 2025

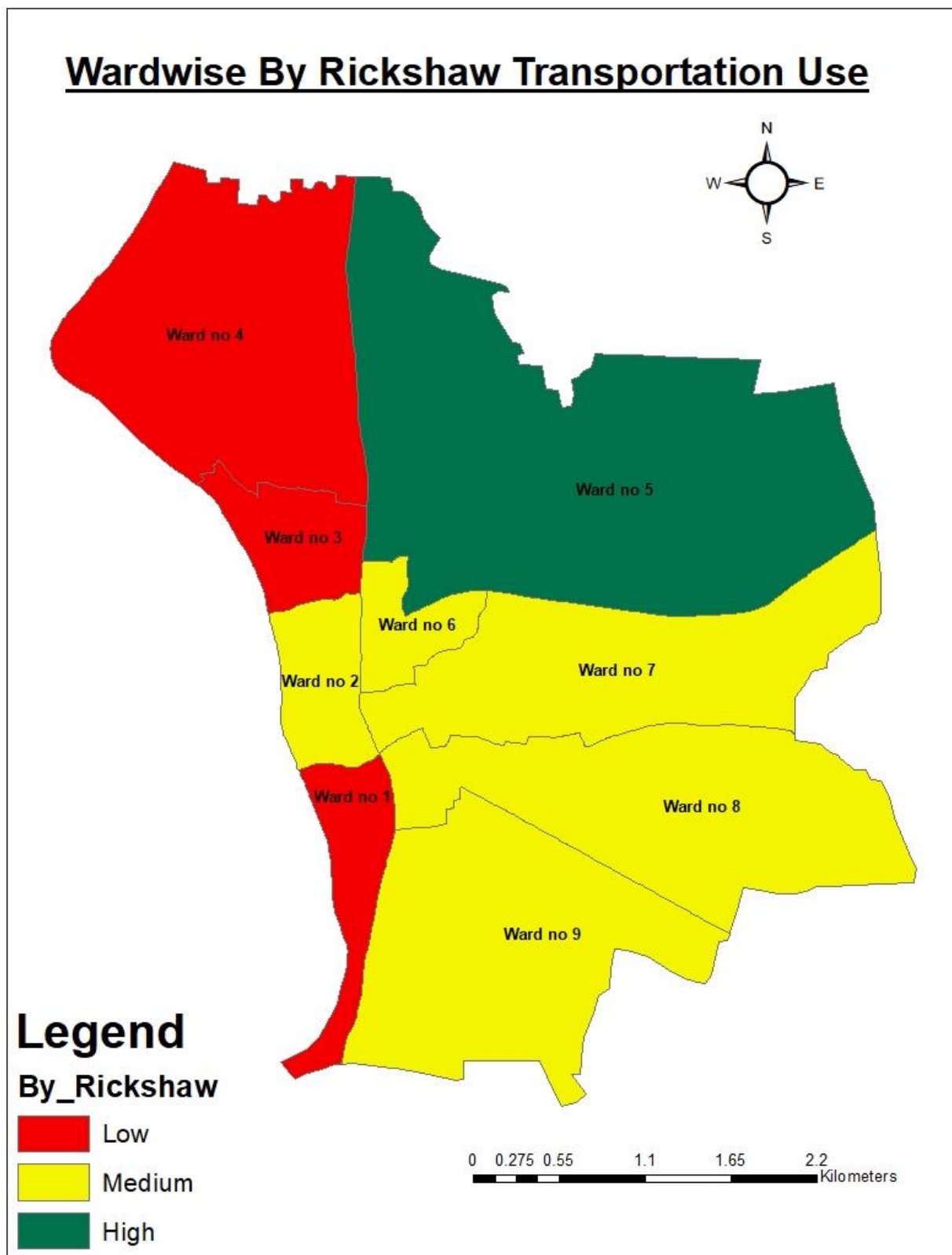


Figure 5: Ward wise By Rickshaw Transportation Use

Source: Prepared by Consultant, 2025

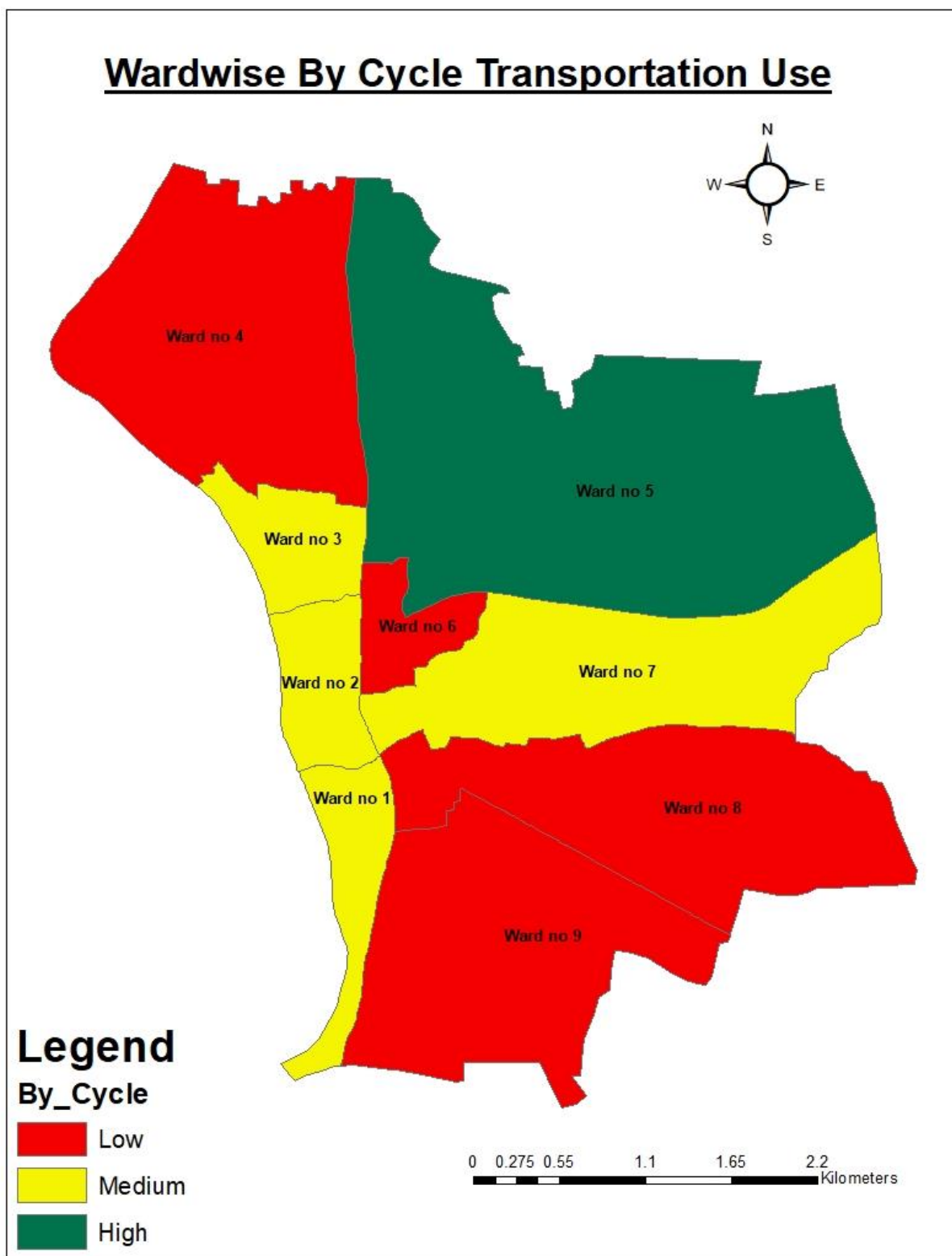


Figure 6: Ward wise By Cycle Transportation Use

Source: Prepared by Consultant, 2025

1.2. **Transportation Mode for Female:**

In Meherpur Pourashava, the transportation modes used by females for daily activities reflect a combination of accessibility, safety concerns, and socio-cultural preferences. Walking remains the most common mode of transport among women, especially for short distances such as school, market, or health center visits. Rickshaws and vans are also frequently used due to their availability, affordability, and door-to-door service, which offers a sense of security and convenience. In some central wards, women also use battery-operated easy bikes, which are becoming a preferred option for group travel. However, female usage of motorcycles and bicycles is significantly lower compared to males, primarily due to social norms and safety concerns. Overall, the transport behavior of women in Meherpur Pourashava underscores the need for gender-sensitive transportation planning that ensures safe, affordable, and accessible mobility options for all.

Transportation Mode for Daily Use of Female	Counts	Percentage
By Foot	287	48.30%
By Rickshaw	217	36.50%
By Van	11	1.90%
By Cycle	8	1.30%
By Motorcycle	45	7.60%
By Car	0	0%
By Bus	15	2.50%
By Microbus	0	0%
By Others (Easy Byke)	11	1.90%

Table 2: Transportation Mode for Daily Use of Female

Here is the various modes of transportation used by females and the number of users for each mode. Walking ("By Foot") is the most common mode, with 48.3% users, followed by rickshaw usage at 36.5%. Motorcycle use comes next with 7.6% users, while buses account for 2.5% users. Other modes like vans and "others (Easy Byke)" each have 1.9% users, and cycles are used by 1.3% individuals. Notably, there is no reported use of microbuses or cars among the surveyed females. The chart highlights a clear preference for walking and rickshaw travel among females, suggesting reliance on affordable and accessible transportation options.

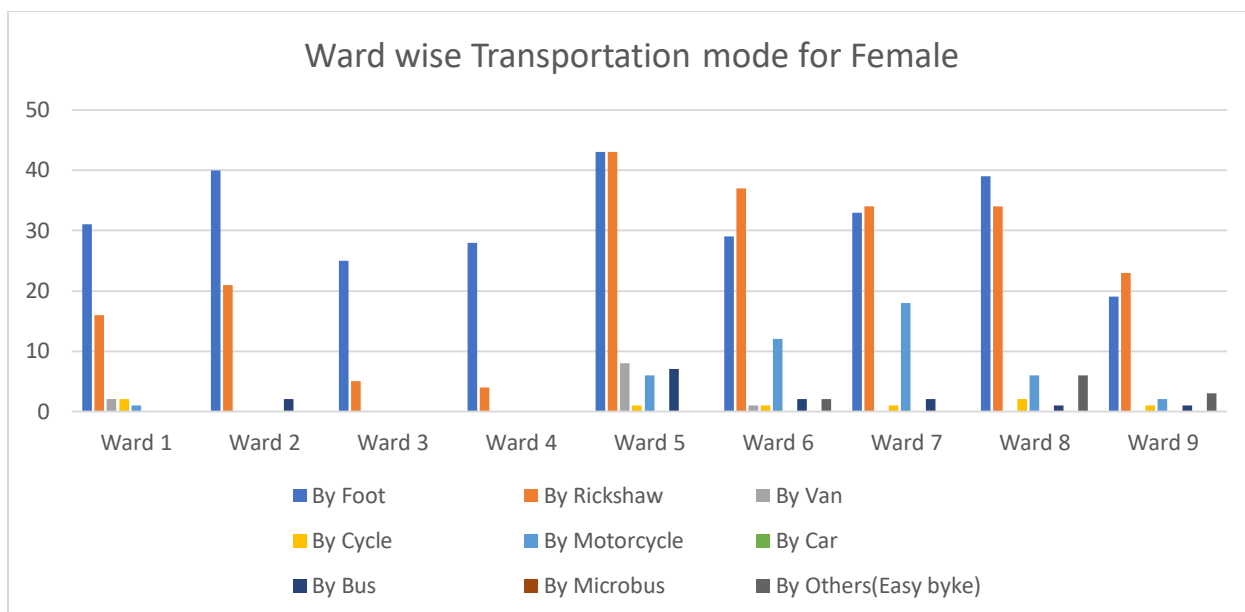


Figure 7: Ward wise Transportation Mode for Female

Source: Prepared by Consultant, 2025

The chart titled **"Ward wise Transportation mode for Female"** in Meherpur Pourashava illustrates the percentage distribution of various transportation modes used by women across nine wards. Walking ("By Foot") is the most dominant mode in almost all wards, particularly in Wards 2, 4, 5, and 8. Rickshaw usage is also significantly high, especially in Wards 5, 6, 7, and 9. Other transport options such as vans, motorcycles, buses, and microbuses show relatively low usage, with slight increases in some wards like Ward 6 and Ward 7 for motorcycles and buses. The use of cycles, cars, and easy bikes ("Others") is minimal across all wards. Overall, the data reflects a strong preference among females for non-motorized and semi-formal transportation, indicating affordability and accessibility as key factors in their mobility choices.

Ward Wise Female Transportation Mode

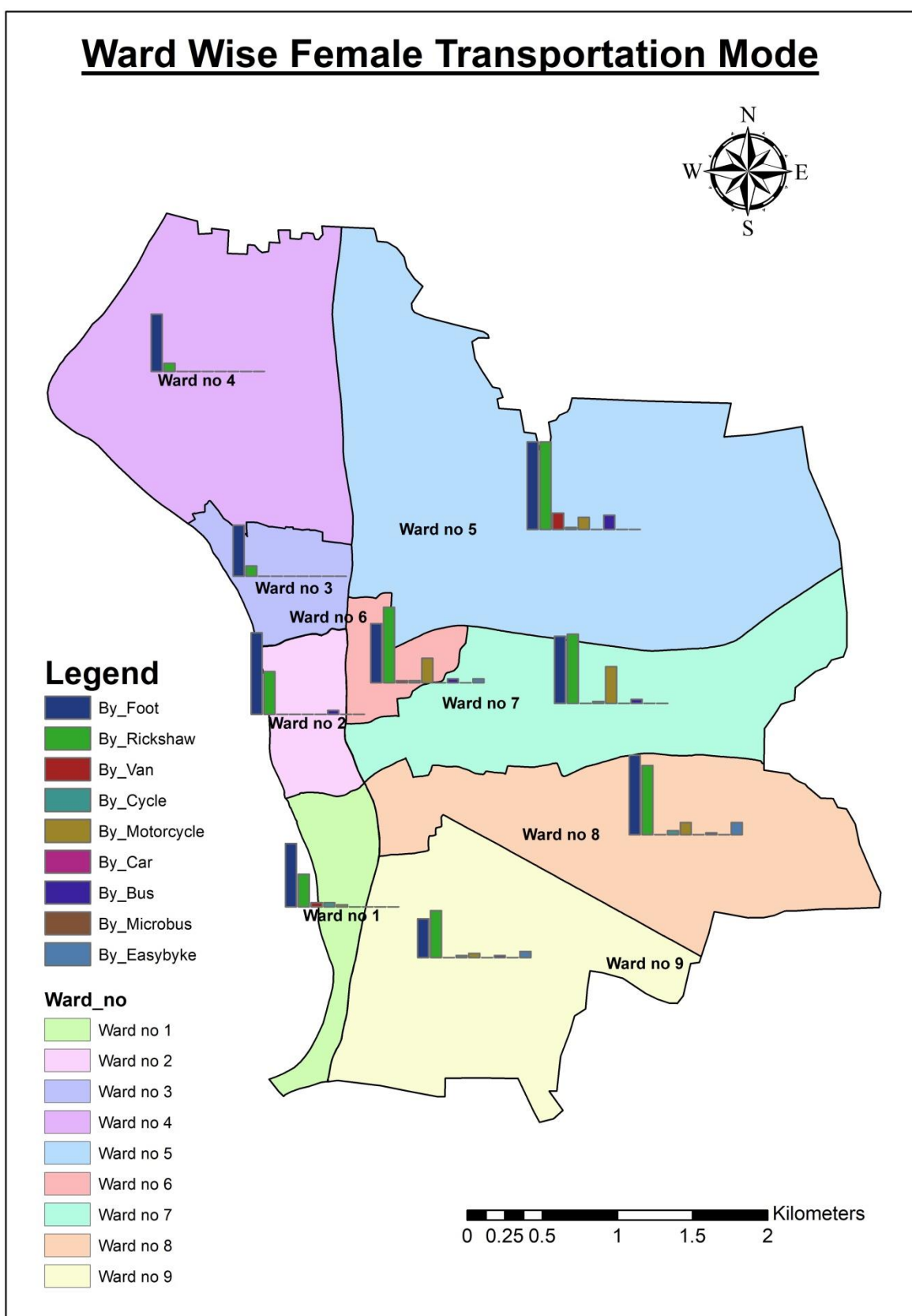


Figure 8: Ward wise Female Transportation Mode

Source: Prepared by Consultant, 2025

Wardwise Foot Transportation Use For Female

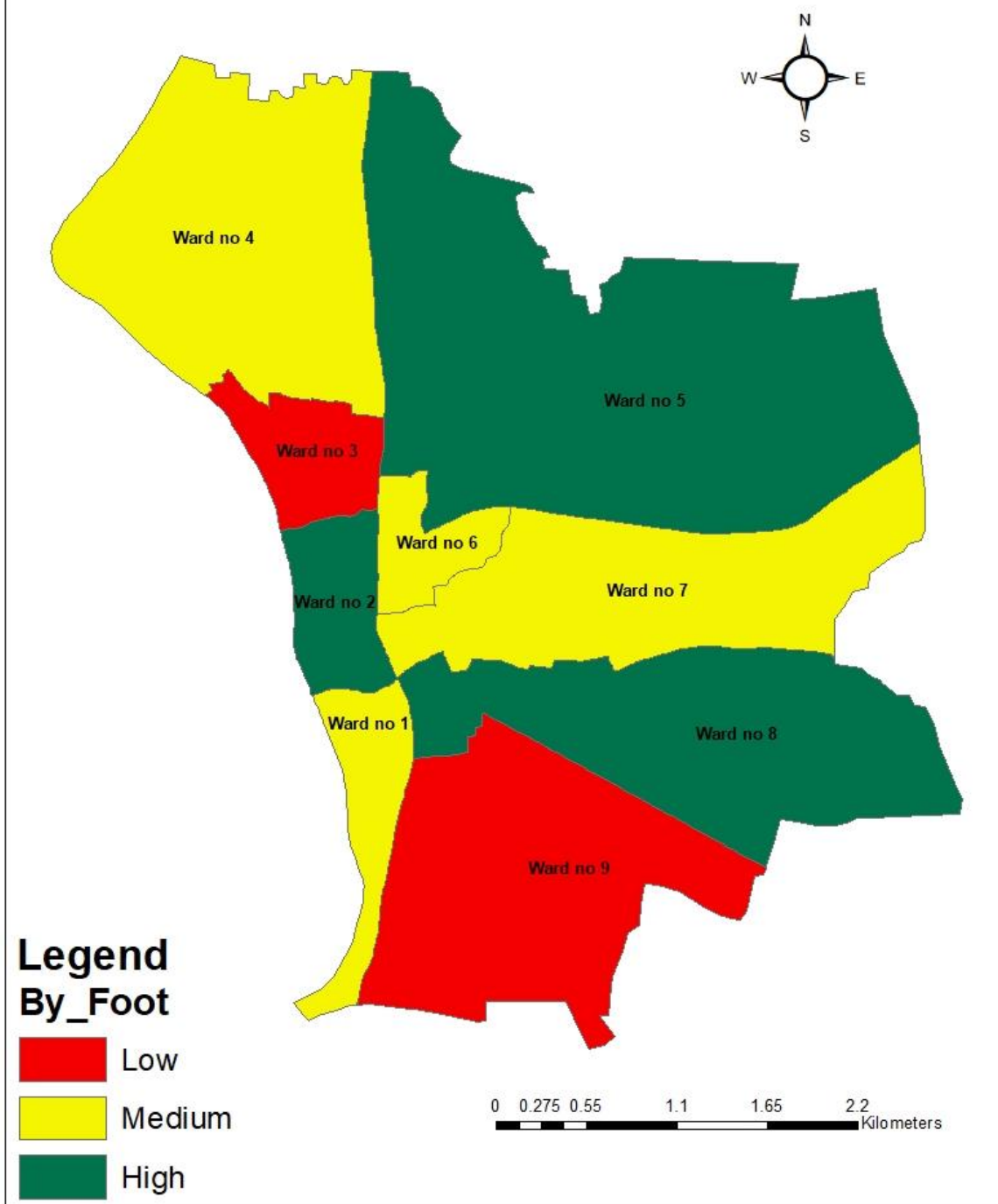


Figure 9: Ward wise Foot Transportation Use for Female

Source: Prepared by Consultant, 2025

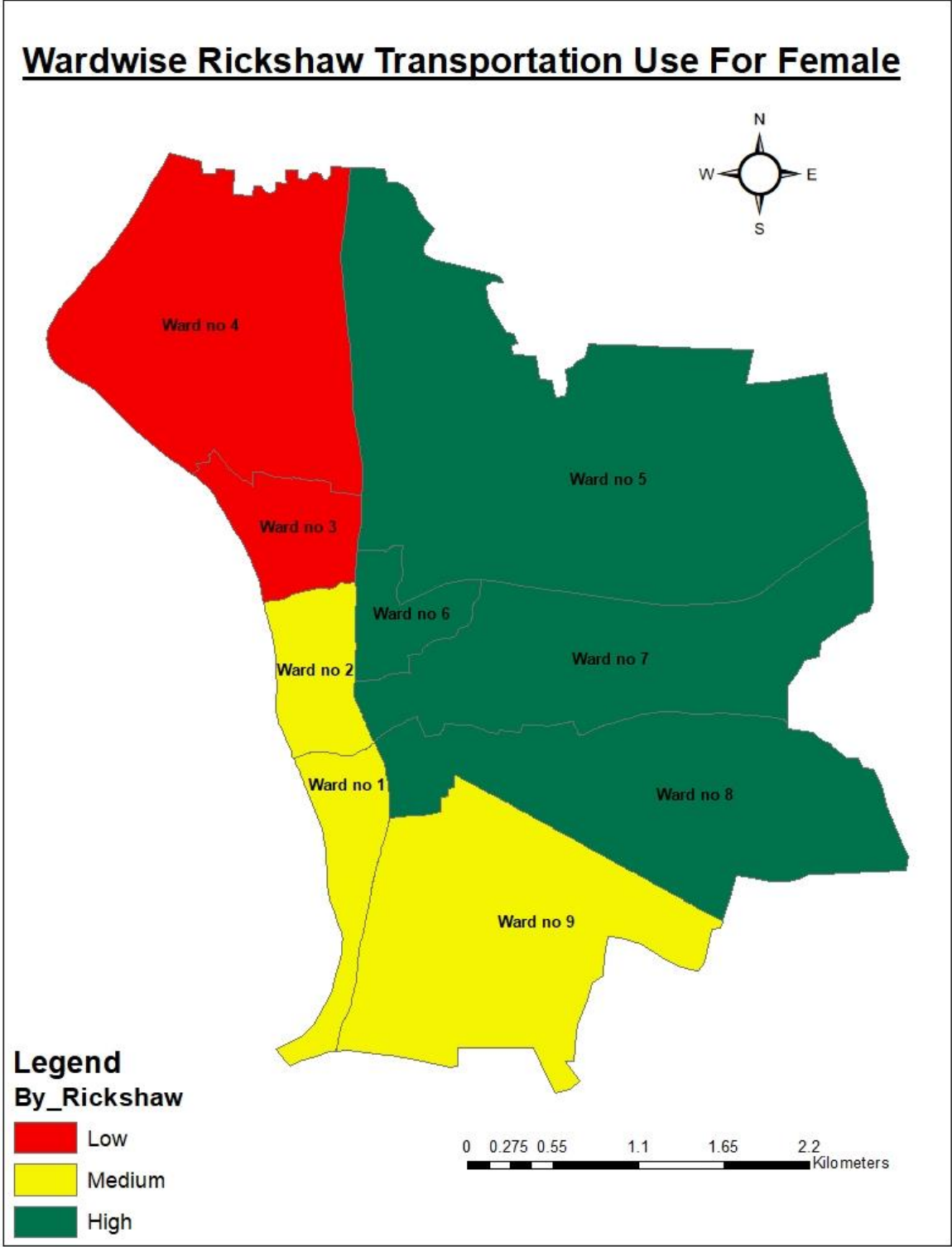


Figure 10: Ward wise Rickshaw Transportation Use for Female

Source: Prepared by Consultant, 2025

1.3. Transportation Mode for Male:

The transportation mode for males in Meherpur Pourashava reveals a diverse pattern of mobility preferences. The majority of males rely on walking as their primary mode of transportation, reflecting the compact nature of the area and accessibility of local facilities. A significant portion also uses bicycles, indicating a preference for cost-effective and eco-friendly travel. Rickshaws and motorcycles are moderately used, offering convenient and faster alternatives for medium distances. However, the use of private cars and public transport remains minimal, likely due to economic factors and limited availability. Overall, non-motorized and low-cost transport options dominate among the male population in Meherpur Pourashava.

Transportation Mode for Daily Use for Male	Counts	Percentage
By Foot	240	38%
By Rickshaw	141	22.20%
By Van	15	3.20%
By Cycle	130	20.60%
By Motorcycle	81	12.70%
By Car	4	0.80%
By Bus	6	1.10%
By Microbus	1	0%
By Others (Easy Byke)	8	1.60%

Table 3: Transportation Mode for Daily Use of Male

Here is the distribution of transportation preferences among males. Walking is the most widely used mode, accounting for approximately **38%** of all male respondents. This is followed by rickshaw use (**22.2%**) and cycling (**20.6%**), indicating a strong reliance on non-motorized and semi-formal modes of transport. Motorcycles also play a notable role, used by about **12.7%** of males. Other modes such as vans (**3.2%**), "Others (Easy Byke)" (**1.6%**), buses (**1.1%**), and cars (**0.8%**) are used by only a small fraction of individuals, while microbuses are not used at all. Overall, the chart suggests that males favor independent and accessible transport options like walking, cycling, and motorcycles, with limited use of formal public or private motor vehicles.

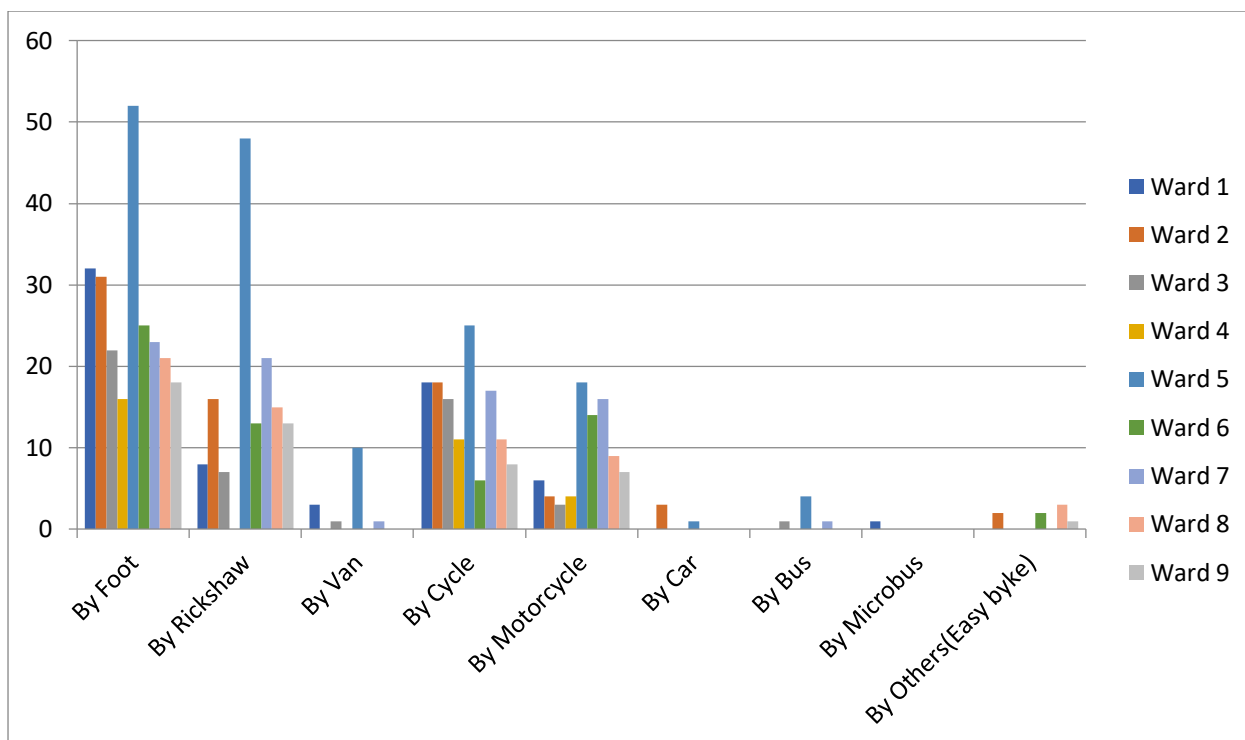


Figure 11: Ward wise Transportation Mode for Male

Source: Prepared by Consultant, 2025

The bar chart illustrates the modes of transportation used by residents across nine wards, highlighting significant variation in travel behavior. Walking is the most common mode in all wards, with Ward 5 showing the highest percentage of pedestrians, exceeding 50%. Rickshaw use is also notably high in Ward 5, while other wards such as 1, 2, and 7 show moderate reliance on this mode. Cycle and motorcycle usage are moderately distributed, again peaking in Ward 5. In contrast, the use of vans, cars, buses, microbuses, and other transport like easy bikes remains minimal across all wards, suggesting limited availability or preference for motorized transport. Overall, the chart reflects a strong dependence on non-motorized and informal modes of transport, particularly in Ward 5.

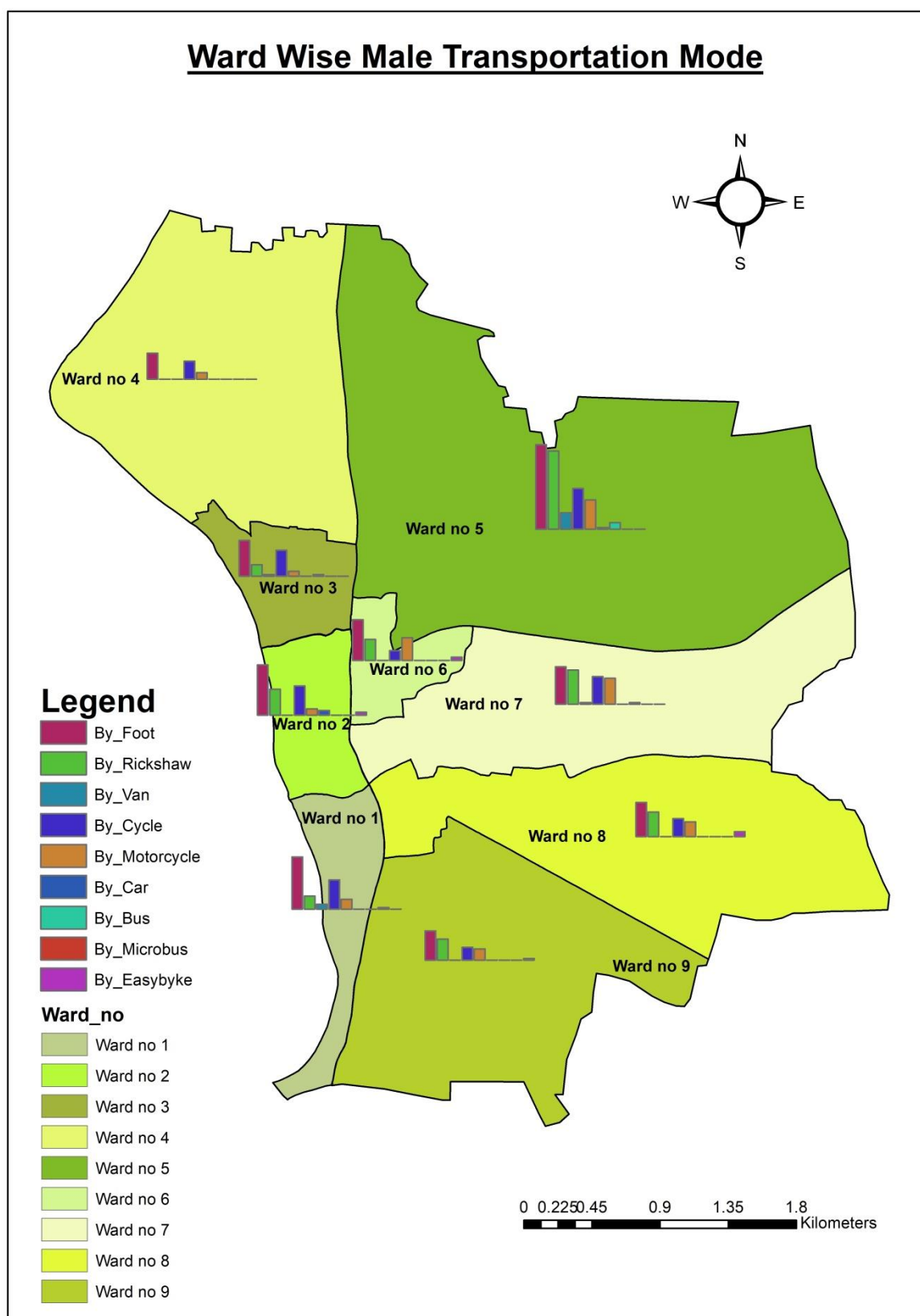


Figure 12: Ward wise Male Transportation Mode

Source: Prepared by Consultant, 2025

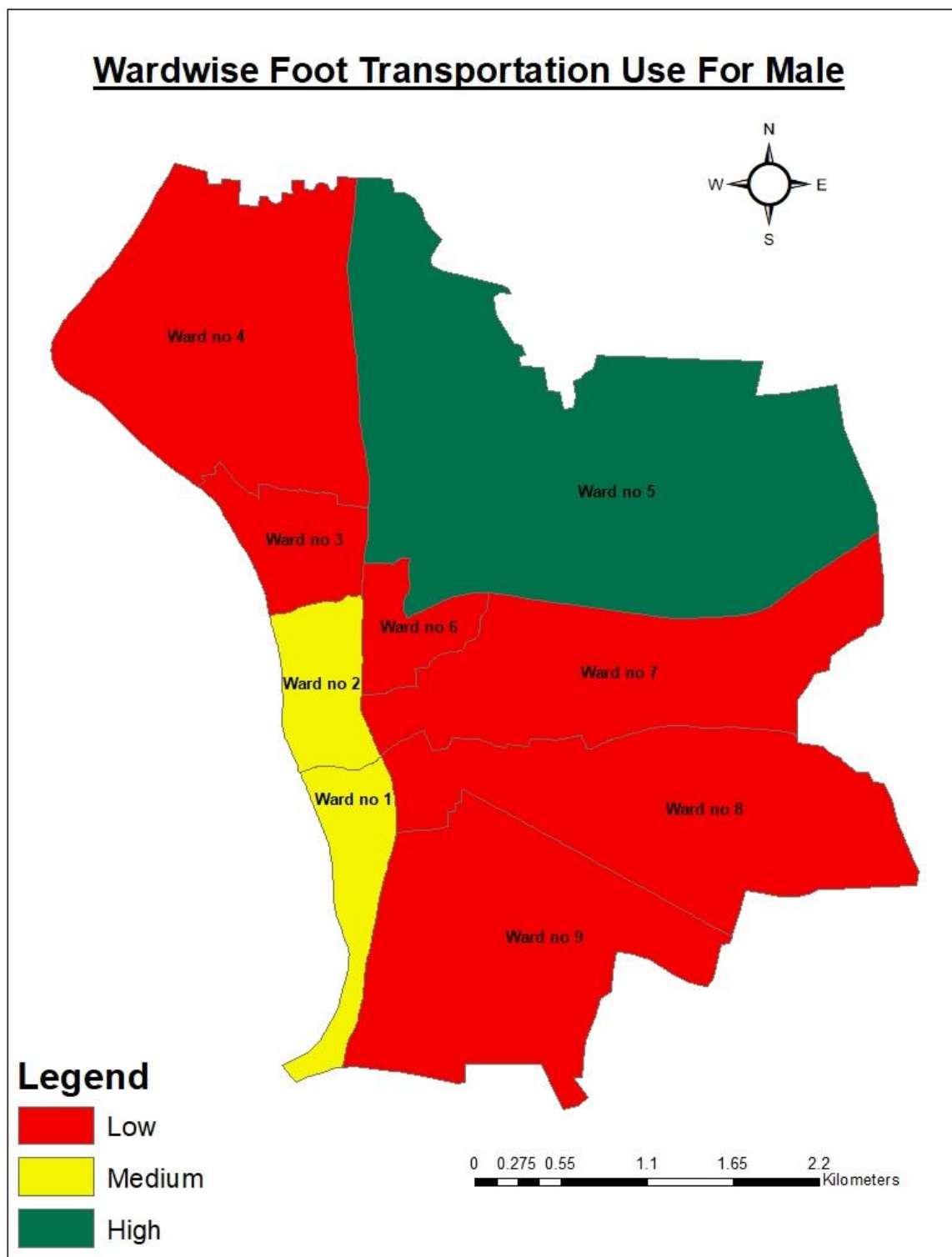


Figure 13: Ward wise Foot Transportation Use for male

Source: Prepared by Consultant, 2025

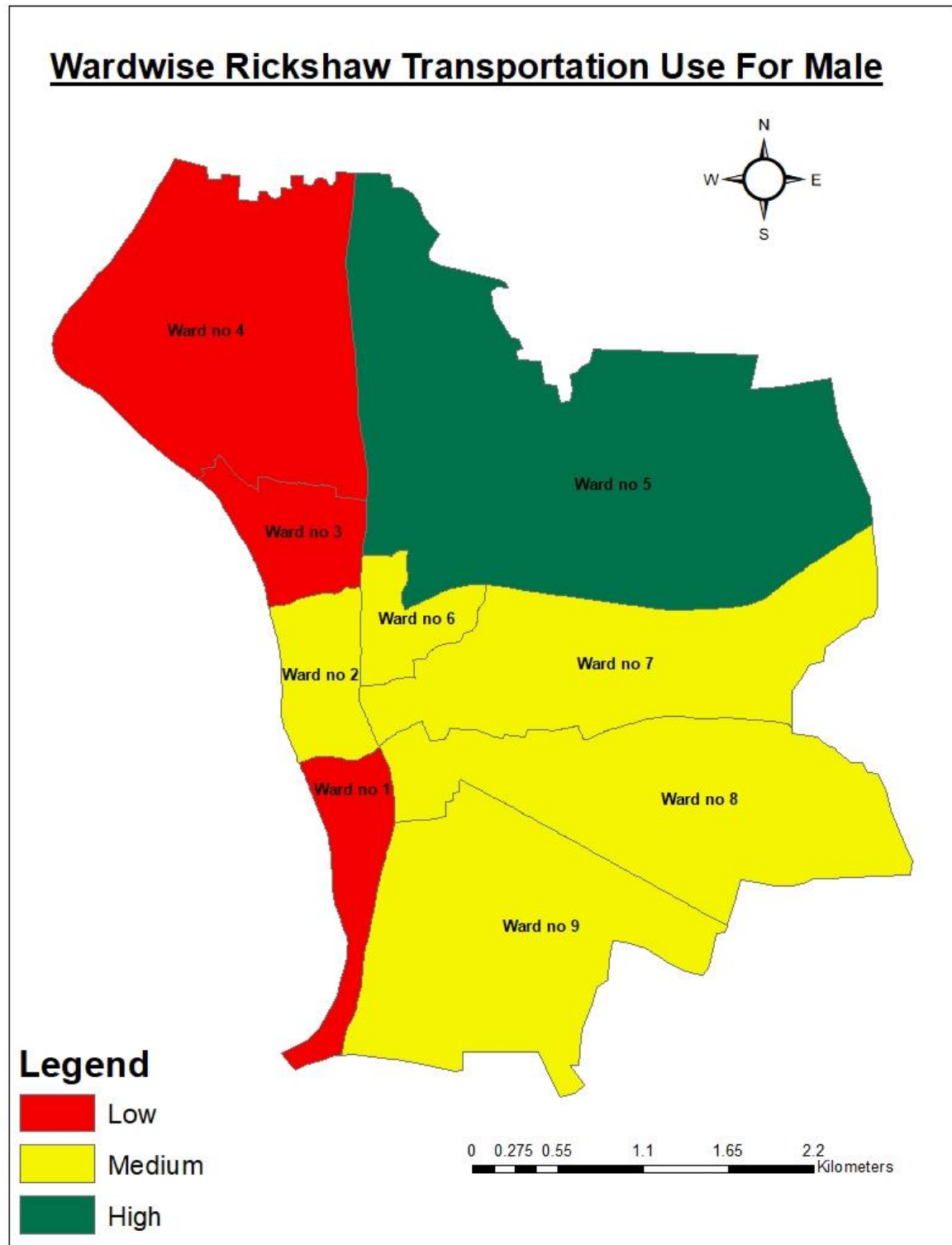


Figure 14: Ward wise Rickshaw Transportation Use for male

Source: Prepared by Consultant, 2025

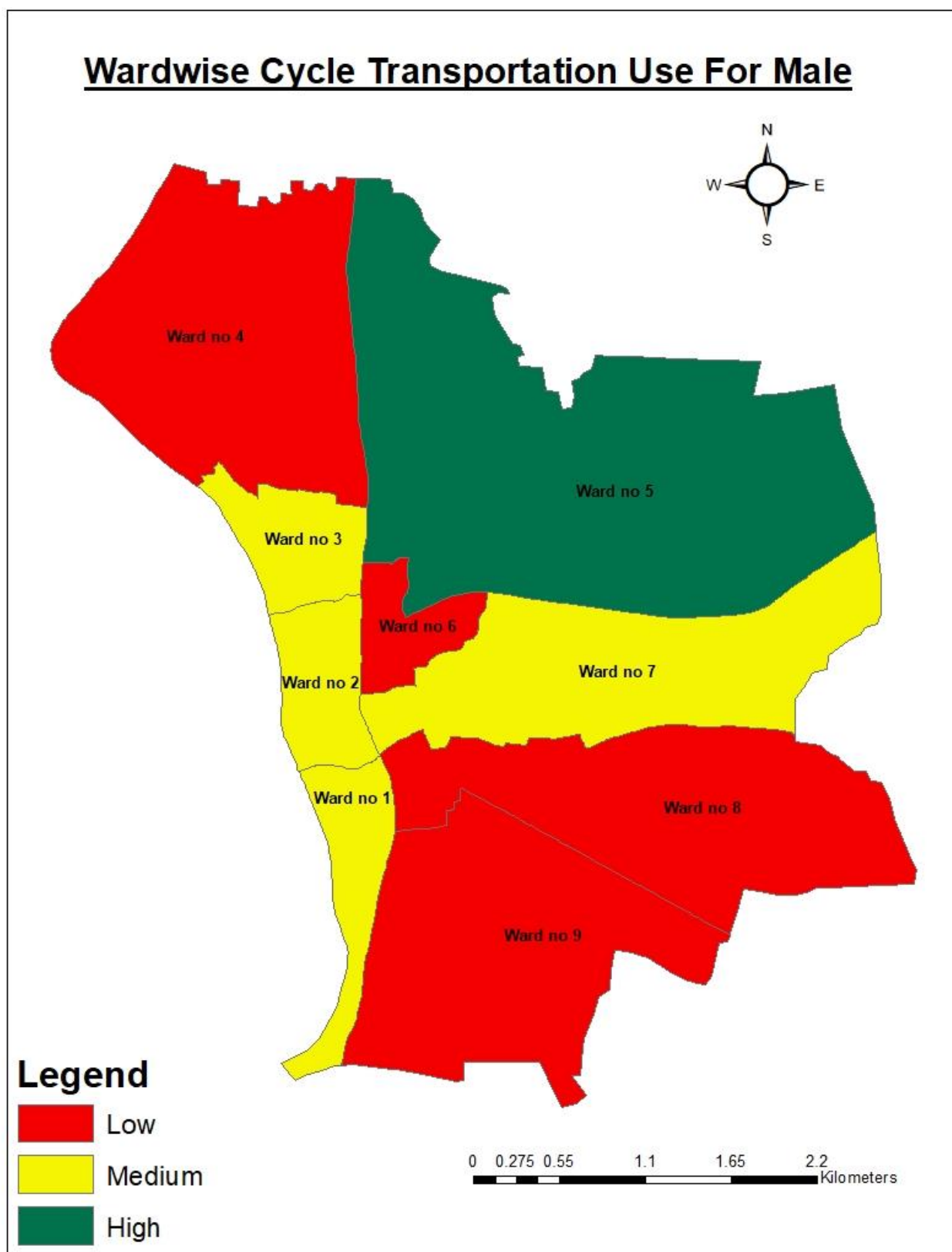


Figure 15: Ward wise Cycle Transportation Use for male

Source: Prepared by Consultant, 2025

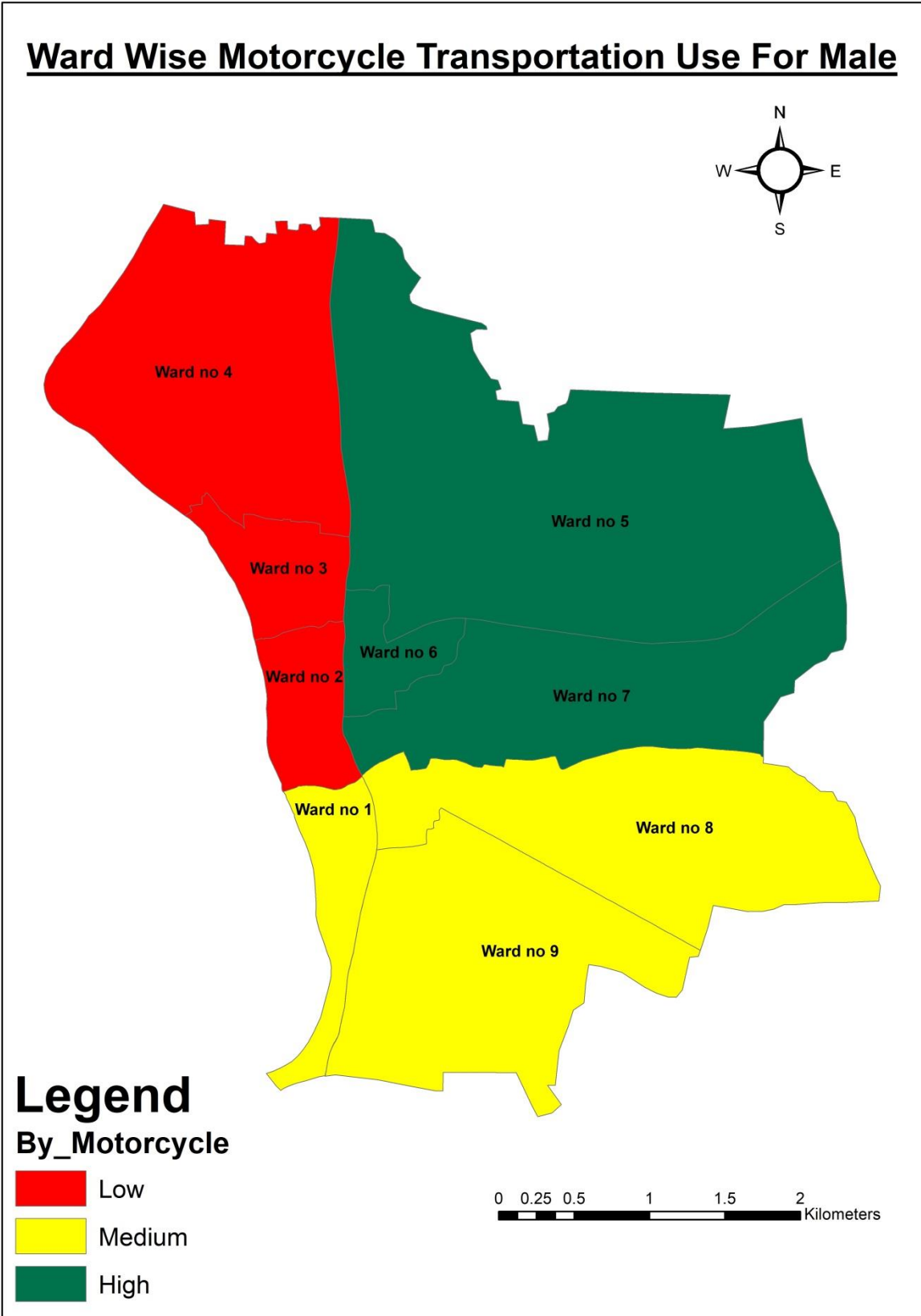


Figure 16: Ward wise Motorcycle Transportation Use for male

Source: Prepared by Consultant, 2025

1.4. Purpose of the Daily Travel:

The daily travel purpose in Meherpur Pourashava varies widely depending on the mode of transportation used. Walking is the most common mode of travel and is primarily associated with daily necessities such as going to school, shopping, personal and household work, and visiting relatives. Rickshaws are also widely used, especially for treatment, marketing, roaming around, and visiting clinics, offering a convenient and accessible option for short to medium distances. Students and patients often rely on both walking and rickshaws for their daily commutes. Motorcycles are typically used for occupational purposes, such as by government and non-government employees, contractors, and marketing professionals, indicating a preference for faster and more flexible travel among working individuals. Bicycles and vans are used in fewer numbers, mostly by laborers and vendors, reflecting their affordability and ease of access. Cars, buses, and microbuses have a minimal role, indicating limited ownership or availability of such modes for the general population. Overall, the chart highlights a strong dependency on walking and informal transport like rickshaws in fulfilling the daily travel needs of the people in Meherpur Pourashava.

Major Purpose	Sub Purpose	Sub Purpose	Counts	By Foot	By Rickshaw	By Van	By Cycle	By Motorcycle	By Car	By Bus	By Microbus	By Others(Easy byke)	Total
General Work Purpose	Agricultural	Agricultural	12	7	2	0	7	2	0	0	0	0	18
		Grocery Shop	7	6	2	0	6	0	0	0	0	0	14
		Tea Stall	2	1	0	0	2	0	0	0	0	0	3
		Shop	62	43	17	1	23	22	0	1	0	0	107
		Servicing Shop	4	3	1	0	1	0	0	0	0	1	6
		Workshop	1	0	0	0	0	1	0	0	0	0	1
		Electronics Shop	2	0	0	0	1	2	0	0	0	0	3
		Jewellery Shop	1	0	0	0	0	1	0	0	0	0	1
		Nursary	3	0	0	1	1	2	0	0	0	0	4
		Decoration Shop	1	1	1	0	0	1	0	0	0	0	3
		Seasonal Business	7	4	1	0	5	0	0	0	0	0	10
		Contractor	1	0	0	0	0	1	0	0	0	0	1
		Gas Cilinder Supplier	1	1	0	0	1	0	0	0	0	0	2
	Industrial	Industrial	1	0	0	0	0	1	0	0	0	0	1
		Government	25	7	9	0	7	8	0	3	0	0	34
		Non Government	13	6	7	0	1	8	0	1	0	0	23
		Shop Employee	7	4	2	0	4	0	0	0	0	0	10
	Transportation	Motorised	12	2	2	0	1	1	3	0	0	5	14
		Non Motorised	10	4	9	1	0	0	0	0	0	0	14
		Day Labour	12	11	9	2	6	0	0	0	0	0	28
Education Purpose		Vendor	3	3	1	0	3	0	0	0	0	0	7
		Painter	4	1	0	0	3	1	0	0	0	0	5
		Rajmistri/Mason	13	11	3	1	10	2	0	0	0	0	27
	Teacher	Teacher	10	9	5	0	1	0	0	0	0	1	16
	Student	Student	165	130	92	0	39	20	0	6	0	2	289
	Pharmacy	Pharmacy	3	2	1	0	2	2	1	0	0	0	8
	Treatment	Treatment	78	59	68	1	3	17	0	3	0	5	156
Health Purpose	Clinic	Clinic	1	0	0	0	0	1	0	0	0	0	1
		Homeopathy	1	0	0	0	1	0	0	0	0	0	1
	Ocupasion	Doctor	2	1	1	0	0	1	0	0	0	0	3
Religious Purpose		Religious Purpose	2	2	0	0	1	0	0	0	0	0	3
Marketing Purpose		Marketing Purpose	96	80	66	2	10	18	1	0	0	6	183
Shopping Purpose		Shopping Purpose	31	21	28	1	0	6	0	0	0	2	58
Specific Purpose	Personal Work	Personal Work	51	37	42	2	9	14	0	2	0	2	108
	Household Work	Household Work	77	77	16	0	1	2	0	0	0	0	96
	Relatives House Visit	Relatives House Visit	48	37	41	1	2	12	5	7	0	5	110
	Gossiping	Gossiping	17	10	11	0	1	8	0	0	0	0	30
	Playing	Playing	2	1	0	0	0	1	0	0	0	0	2
	Going to Outside of House	Going to Outside of House	7	6	6	0	1	1	0	0	0	0	14
	Going to Children School	Going to Children School	8	6	7	0	1	2	0	0	0	1	17
	Roaming Around	Roaming Around	49	34	40	1	4	21	1	1	0	0	102
Others		Others	4	4	0	0	0	0	0	0	0	0	4
		Total	856	631	490	14	158	179	11	24	0	30	

Source: Socio-Economic Survey Data

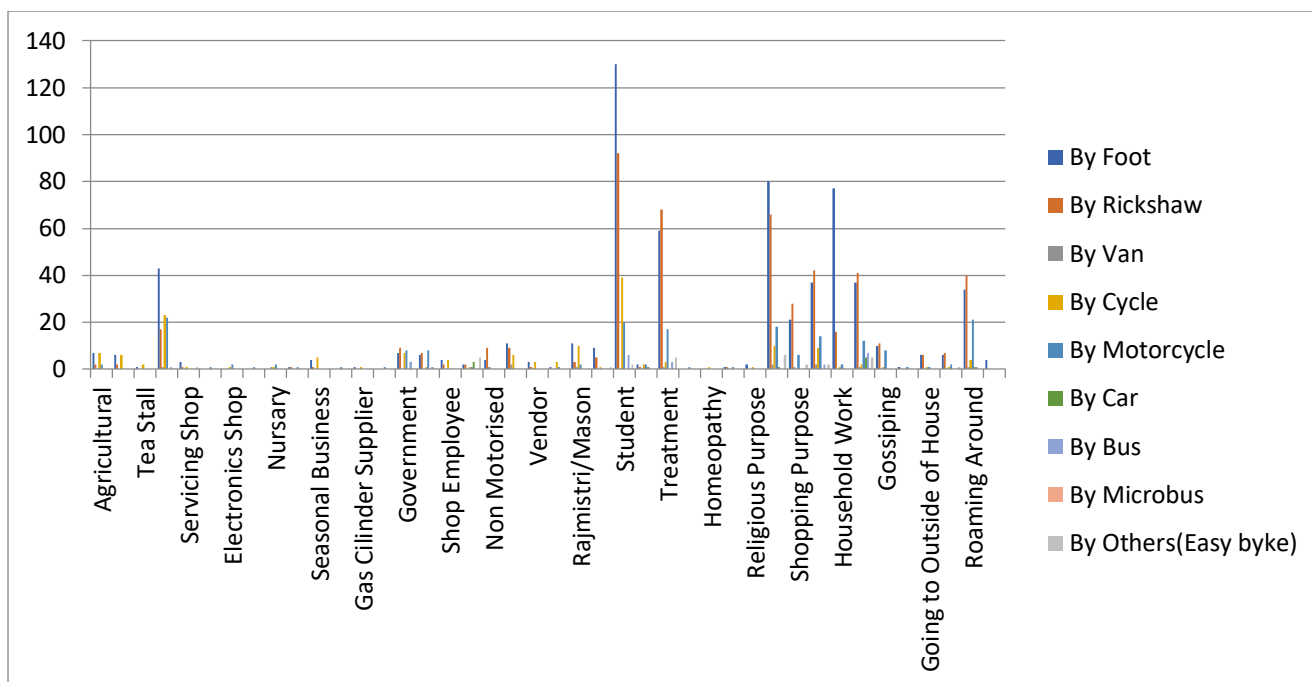


Figure 17: Travel Purpose wise transportation Mode use

Source: Prepared by Consultant, 2025

The bar chart presents a detailed breakdown of transportation modes used by people in Meherpur Pourashava for a wide range of purposes, covering occupational, educational, health, personal, and social activities. It includes ten types of transportation: **by foot**, **rickshaw**, **van**, **cycle**, **motorcycle**, **car**, **bus**, **microbus**, and **others (such as easy bikes)**.

A clear trend from the chart is the **dominance of walking (by foot)** across most categories. It is the **most used mode of transport**, particularly for activities like **shopping, visiting relatives' houses, personal work, and educational purposes** (especially students and teachers). For example, students show the highest count of people walking, followed by those who shop or go for personal and household work.

Rickshaw is the **second most common mode**, heavily used for **treatment purposes, roaming around, marketing purpose, shopping, and visiting relatives**. The chart shows that for treatment and roaming, rickshaw usage even slightly surpasses walking, indicating a preference for comfort or possibly longer distances in these cases.

Van and cycle are used much less frequently, but cycles have a moderate share in specific occupations such as **day laborers, shop employees, and non-government workers**. These groups might prefer cycling due to affordability and flexibility.

Motorcycles are more common for occupational uses such as **contractors, government and non-government employees, and marketing purposes**. This reflects a slightly more formal or better-income demographic using motorized personal transport.

Car, bus, and microbus usage is minimal across the board, showing that **private or public motor vehicle ownership or access is limited** among the population. However, there is some use of **microbuses** for treatment and roaming around, possibly representing longer-distance or group travel needs.

Finally, the **‘Others’ category (Easy Bikes, etc.)** is used in limited numbers but appears more in **shopping, personal work, and student transportation**.

In summary, the chart highlights that **non-motorized transport (walking and rickshaw)** is the primary means of mobility for most daily activities in Meherpur Pourashava, reflecting the town’s socio-economic context, compactness, and infrastructure. Motorized vehicles, including motorcycles and cars, are used more selectively, typically by people involved in jobs requiring travel or better financial status.

1.5. **Ward wise Purpose of Daily travel:**

The "Ward-wise Travel Purpose of Meherpur Pourashava aims to explore and analyze the various reasons for which residents travel within each ward of the municipality. By identifying the primary purposes—such as work, education, healthcare, shopping, and social visits—this study provides valuable insights into the daily mobility patterns of the population. Understanding these travel purposes at the ward level will help local authorities plan and improve transportation systems, public services, and infrastructure development tailored to the specific needs of each community within Meherpur Pourashava.

Major Purpose	Sub Purpose	Sub Purpose	Counts	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9
General Work Purpose	Agricultural	Agricultural	12	0	0	0	4	1	2	2	2	1
		Grocery Shop	7	0	1	0	1	1	1	0	2	1
	Commercial	Tea Stall	2	0	1	1	0	0	0	0	0	0
		Shop	62	13	7	11	6	9	4	6	2	4
		Servicing Shop	4	0	0	0	0	0	3	0	1	0
		Workshop	1	0	0	0	0	0	1	0	0	0
		Electronics Shop	2	0	0	0	0	0	2	0	0	0
		Jewellery Shop	1	0	0	0	0	0	1	0	0	0
		Nursary	3	0	0	0	0	0	2	1	0	0
		Decoration Shop	1	0	0	0	0	1	0	0	0	0
		Seasonal Business	7	1	0	1	0	0	1	1	1	2
		Contractor	1	0	0	0	0	0	0	0	1	0
		Gas Cilinder Supplier	1	1	0	0	0	0	0	0	0	0
	Industrial	Industrial	1	0	0	0	0	0	1	0	0	0
		Government	25	5	3	2	1	1	3	5	2	3
	Service	Non Government	13	0	2	0	0	1	1	4	4	1
		Shop Employee	7	0	0	2	1	1	1	1	1	0
	Transportation	Motorised	12	0	5	0	1	0	1	1	3	1
		Non Motorised	10	0	1	1	0	1	1	2	1	3
	Livelihood	Day Labour	12	0	2	0	0	8	0	1	0	1
		Vendor	3	0	0	0	0	0	0	3	0	0
		Painter	4	0	0	0	3	0	1	0	0	0
		Rajmistri/Mason	13	2	2	3	1	3	0	0	1	1
Education Purpose	Teacher	Teacher	10	0	1	3	0	1	2	0	1	2
	Student	Student	165	17	27	14	11	13	24	16	24	19
Health Purpose	Pharmacy	Pharmacy	3	0	1	0	1	1	0	0	0	0
	Treatment	Treatment	78	0	0	0	0	0	21	21	23	13
	Clinic	Clinic	1	0	0	0	0	0	0	1	0	0
	Ocupasion	Homeopathy	1	0	0	0	0	0	1	0	0	0
		Doctor	2	0	0	1	0	0	0	0	0	1
Religious Purpose		Religious Purpose	2	0	1	0	0	0	0	0	1	0
Marketing Purpose		Marketing Purpose	96	2	3	15	1	12	15	12	21	15
Shopping Purpose		Shopping Purpose	31	0	0	0	0	2	1	3	9	16
Specific Purpose	Personal Work	Personal Work	51	0	1	0	0	4	7	22	14	3
	Household Work	Household Work	77	22	25	4	21	2	1	0	2	0
	Relatives House Visit	Relatives House Visit	48	0	0	0	0	7	5	17	15	4
	Gossiping	Gossiping	17	0	0	0	0	0	3	7	5	2
	Playing	Playing	2	0	1	0	0	0	0	1	0	0
	Going to Outside of House	Going to Outside of House	7	0	0	0	0	2	0	4	1	0
	Going to Children School	Going to Children School	8	0	0	0	0	0	0	4	3	1
	Roaming Around	Roaming Around	49	0	1	0	0	4	23	9	8	4
Others		Others	4	0	4	0	0	0	0	0	0	0

Source: Socio-Economic Survey Data

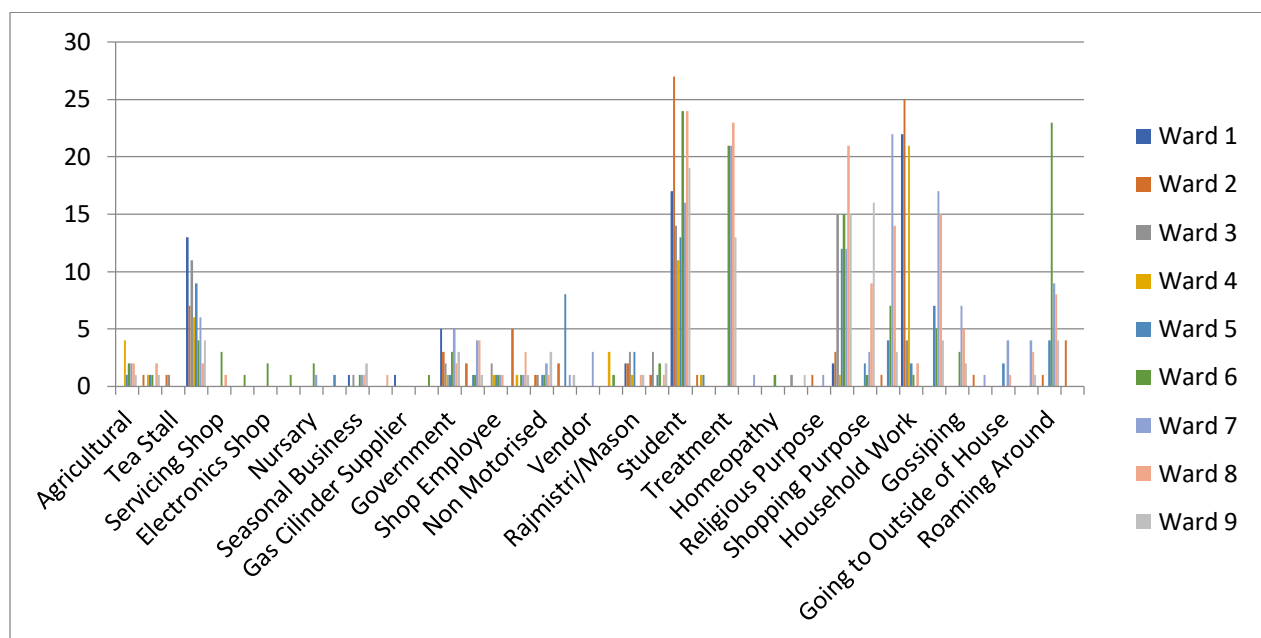


Figure 18: Ward-wise Travel Purpose of Meherpur Pourashava

Source: Prepared by Consultant, 2025

The bar chart titled "**Ward-wise Travel Purpose of Meherpur Pourashava**" visually represents various travel purposes across 9 different wards within Meherpur Pourashava. Each colored bar corresponds to a specific ward, and the X-axis lists the different travel purposes, while the Y-axis indicates the number of people or frequency associated with each purpose.

□ **Ward 1:**

- High travel purpose for shop, government jobs, pharmacy, and relative's house visits.

□ **Ward 2:**

- Dominates student-related purpose.
- Significant numbers for treatment and household work.

□ **Ward 3:**

- Notable travel purposes include student, shopping, and household work.

□ **Ward 4:**

- Balanced distribution across various categories including government jobs, treatment, and pharmacy.

□ **Ward 5:**

- High frequency for day labour, suggesting a concentration of labor-oriented residents.
- Also notable for student and shopping purposes.

□ **Ward 6:**

- Second highest in student related purposes.
- Very high in "Others" category, indicating some unclassified or unique purposes.

□ **Ward 7:**

- More variation in treatment, relative's visits, and gossiping.

□ Ward 8:

- Significant in student related and shopping purposes.

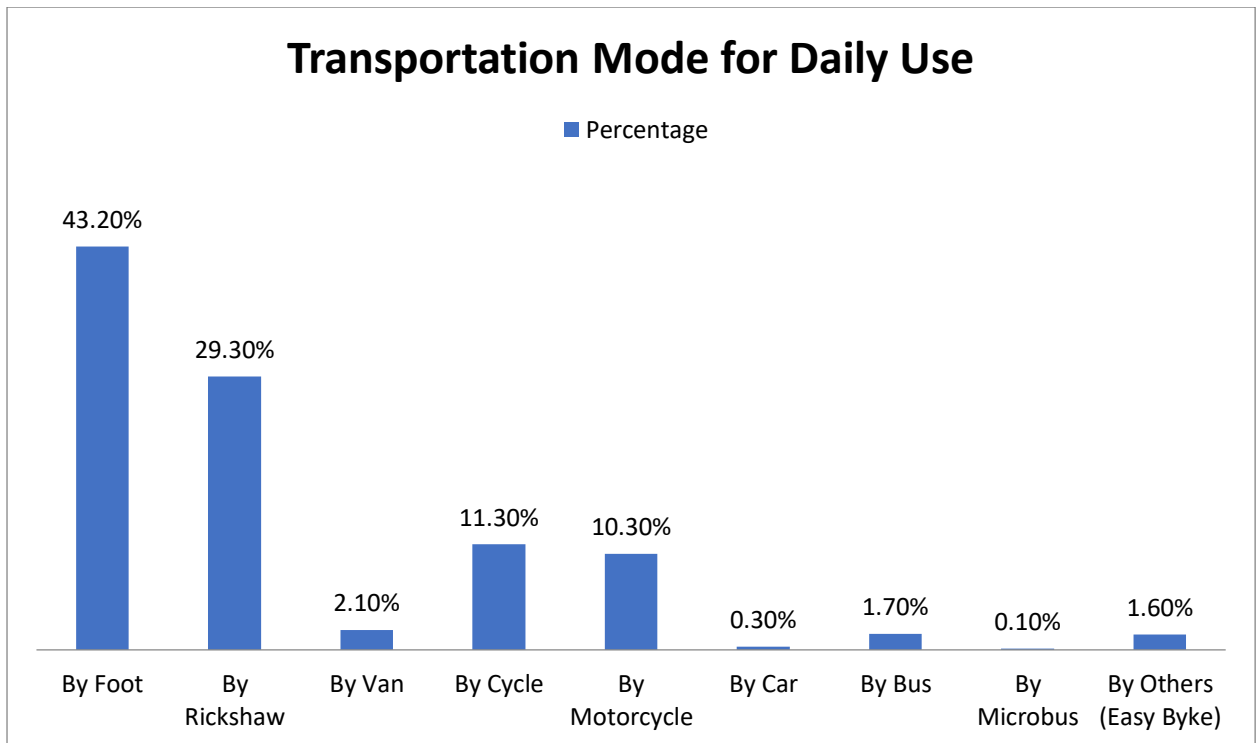
□ Ward 9:

- High counts in shopping, personal work, and relative's house visits.

The ward-wise analysis of travel purposes in Meherpur Pourashava reveals that **education**, particularly travel for **students**, is the most prominent reason for movement across all wards, with Ward 2 recording the highest frequency. In addition to student travel, other significant purposes include **treatment**, **shopping**, **household work**, and **visits to relatives' houses**, although the distribution of these purposes varies from ward to ward. Certain wards also show unique patterns—such as high day labour in Ward 5 and a large number of uncategorized travel purposes in Ward 6 under "Others." This variation highlights the diverse socio-economic activities and service needs within the municipality. The data underscores the importance of improving educational access, healthcare facilities, and transport connectivity to support the daily mobility requirements of the residents effectively.

2. Green city as transportation Practices:

Meherpur Pourashava, located in the southwestern region of Bangladesh, is emerging as a model for sustainable urban living with its strong alignment to the principles of a green city. Characterized by its compact urban form, low vehicular traffic, and environmentally conscious community practices, Meherpur Pourashava demonstrates a remarkable reliance on non-motorized and eco-friendly transportation. The majority of residents travel daily by foot, rickshaw, or bicycle, significantly reducing carbon emissions and air pollution compared to motorized alternatives. Limited use of private cars and buses further contributes to reduced traffic congestion and noise levels. In addition to its green transportation trends, the town benefits from relatively clean surroundings, low industrial pollution, and an emphasis on community-level awareness of sustainability. These features collectively position Meherpur Pourashava as a promising example of a green and livable urban environment in Bangladesh.



Based on the chart titled “**Transportation Mode for Daily Use**”, Meherpur Pourashava exhibits strong characteristics of a **green city**, particularly in terms of its transportation practices. The data shows the number of users for each transport mode, which we can convert into percentages to better understand their contribution to daily mobility.

□ **Non-motorized and eco-friendly transport (foot, rickshaw, cycle):**

- Walking, rickshaws, and bicycles together account for **77.8%** of total daily transportation.
- This high reliance on low-emission or no-emission modes strongly supports green mobility.

□ **Motorized transport (motorcycle, car, bus, microbus, others):**

- These make up only **22.2%** of daily transport.
- Among them, motorcycles are most common, used by **10.3%**, but private cars and microbuses are extremely limited (0.3% and 0.1%, respectively).

The data reveals that **Meherpur Pourashava relies heavily on sustainable transportation modes**, particularly walking and rickshaws. With **over 77% of daily travel being done through environmentally friendly means**, it reflects the qualities of a **green city**—where

low carbon emissions, reduced traffic congestion, and healthier urban living conditions are supported by the people's transport choices. However, to maintain and improve this green status, investments in **pedestrian-friendly infrastructure, cycling lanes and safe public transport** should continue.