What can we do?

This chapter aims to provide a range of actions that community organisations, NGOs, employers, and individuals can take to help bring about more people-centred, equitable and sustainable transport.

Campaigning and advocacy are not dirty words - they are an essential part of participatory democracy


This guide cannot provide a comprehensive guide to how to advocate for change in general. There are many other publications on this. However, it does need to be pointed out that community action is an honourable activity which often brings about results.

"Newspapers, television and politicians rarely mention it, but most of the good things in government come about because ordinary people make a noise about them…..

Citizen action also led to the abandonment of many ill-conceived freeway proposals and to improvements in public transport. Citizen campaigns are behind laws to control pollution, environmental impact reports, the return of sacred sites to aboriginal people, your right to join trade unions, to march or demonstrate in the streets, to be treated fairly in your job whatever your sex or skin color.

Even the individual who thumps a Social Security counter or complains to their local representative has an effect, although he or she probably never realises that this is how the unfair guidelines were changed or the counter staff increased.

Campaigning can include anything from challenging your local council about the traffic flow in your street to getting a major piece of legislation changed. The same elements apply." Katherine Beauchamp.

Action by community organisations

Organising for change is vital for both changing individual behaviour, to influence organisations and to change public policy. Individuals acting alone can only do so much. There is no substitute for getting organised and taking action in groups, coalitions or networks. Several people working together can achieve more.

Skills and activities that community organisations and their members need to develop include: Conducting Simple Research; Brainstorming; Developing a Strategy; Planning and Facilitating Meetings; Direct Lobbying; Developing Leadership; Using the Media; Recruiting and Holding Volunteers; Public Speaking; Publicity and Visibility; Designing and Leading Workshops; Networking and Building Coalitions; Fundraising.; Selecting and Employing Tactics; and Holding an Event.

Meetings

Before you win your campaign you will need to organise a lot of meetings! So it would be good if the meetings can be as painless as possible.
Taking Steps  

What can we do?

Parkinson’s Law of Triviality states that "the time spent on any item of the agenda will be in inverse proportion to its importance". To avoid this flaw:

- have an agenda which deals with the important items first
- start the meeting on time
- never go on for more than two hours (preferably one)
- make the minutes brief
- give people tasks to perform
- have one item which requires creativity or fun
- have a firm chair
- make time for social contact at the end of the meeting
- avoid bureaucracy!

Develop a strategy

Be clear what you want to achieve. Having a clear strategy of your own means that you will not be thrown off course. Adapt your tactics as required, but at all times keep to your objectives.

Use the media

If you assault people with too much bad news, with negative emotion, or with criticism, they rebel, and become apathetic. Don’t leave people feeling impotent. If you cheer them up, they’ll be more likely to support your issue. Helping people to realise that their dreams are possible is the most constructive way to reach them.

HAVE SOME FUN ALONG THE WAY. Our issues are serious but that doesn’t mean we can’t have lots of fun as we conduct a campaign.

This is crucial. There is nothing a reluctant authority fears more than a local group bringing its concerns out of the cosy confines of a meeting on to the front pages of the press.

You will need a hook on which the media can hang a story. These can range from the forming of your group to a big decision at a council meeting. You can create the hooks: you can, for example put on an eye catching stunt - perhaps something using gas masks for pollution or highlighting a road traffic problem.

Women in Finsbury Park, an area of North London overrun by traffic, dressed up in black and white and lay down on the road to create a zebra crossing.

Publishing the results of your survey is another hook. Let the media know the results. They love to use a few statistics, particularly when you have done the hard work for them! They may well be keen, for example, on photographing your group handing over the survey results to the local mayor.

For the media it is not essential that you are experts in traffic matters. But some knowledge helps. With some knowledge you are likely to be better briefed than the local media (and probably the authorities as well!). It means that you can feed the media with the transport arguments that back up your proposals. But don’t go into technical details with the media. They don’t have the time for them and they are boring for their readers.

Local media, in particular, like a "human interest" story with which their readers can identify. The skill is to make the main points of your campaign through these stories.
What can we do?  Taking Steps

Build a popular campaign

It is likely that the number of active people - those who do most of the work - will be limited. But it is important to build up a good solid base of support. This is perhaps the most crucial thing for a local campaign. The authorities will be able to marginalise you if it is just half a dozen people calling for a change - however loudly and stylishly you are doing it. Your "sleeping" supporters are vital. A good way of gauging support is a door to door survey of your street/area. If a good majority of people support you, repeat that figure at every opportunity possible - then that is the figure that will stick in the minds of both the media and the authorities.

Do your own research

The NIMBY syndrome ("Not in my back yard") is best avoided in transport campaigning - approach the issue from a broader perspective than just getting the best deal for your local area. Seek solutions that benefit everyone.

While emotional arguments and eye catching stunts are hugely important they are usually not enough. Good arguments to back up your case are important. We hope that this Action Guide and the contacts and resources listed here can help you with this.

These arguments enable you to challenge the authority's case (which can be very flimsy), to become respected for your knowledge, to point to other places where your proposals have worked, and to begin to counter the argument that you are simply NIMBYs - you can show that your case is based on sound traffic/transport/environmental principles. Sound arguments will also enable you to present alternative ideas. Thus, your message becomes positive - for something not just against.

Operate politically

This means being aware of how the local political system works and developing the know-how to be able to use it to your own advantage. Find out who is on your side; who are potential converts and who are your enemies. Feed friendly decision-makers relevant information. Don't embarrass allies in public - remember that they can't always deviate from the party line in public. Find out who's who among the bureaucracy. They can be very important because they may well understand the technical arguments and they write the reports on which the politicians make their decisions.

The authorities may cite all sorts of reasons why they can't do something. But if you have a good case then public pressure, conveyed through a high profile, well reasoned, strategic and passionate campaign, CAN bring about change. It may take some time and you will need to change tactics if you seem to be getting nowhere. Be realistic about how long it may take and be prepared to keep going.

Don't worry that when the authorities finally do change their minds they don't give your action group any credit. When a decision goes your way, be quick to congratulate the authorities publicly on their newfound good sense.
Transport campaign examples

Korea’s Networks for Green Transport

Successes:

South Korea now has a National Bicycle Law

Seoul has a Pedestrian Law and a Pedestrian Master Plan that will be updated every five years

When asked what had caused the authorities in Seoul to now take pedestrian and bicycle issues so seriously, several Seoul decision-makers stated that Networks for Green Transport deserved much of the credit. (Paul Barter)

NGT is a prominent and highly successful organisation which consistently gets its message across through the mainstream media and has had a major influence on transport policy in Seoul and in South Korea as a whole. For example, NGT has successfully pushed for a law requiring local authorities to develop pedestrian and bicycle safety master plans. Founded in the early 1990s, NGT held a March for Pedestrians in 1993, a March for Disabled Access in 1994, and an Earth Day Bike Parade in 1995. They persuaded the Government to collect data on pedestrian trips. NGT’s former secretary-general, Samjin Lim, previously a radio MC on an environmental talk show, was able to popularise the notion of pedestrian rights through the media. NGT has organised a national network of 40 organisations from 25 cities to continue the push for pedestrian rights nationwide. NGT also worked on Seoul Local Agenda 21, as part of a successful campaign to increase the number of exclusive bus lanes and introduce congestion tolls.

NGT now has 4000 members throughout South Korea. Its Seoul office has a staff of 7 people and produces a monthly magazine. It is funded entirely by membership dues, by the magazine and by the proceeds of contract research on transport issues for other organisations. The group’s general aims are: Realisation of People-Centred Transport, Realisation of Environmentally Sound and Sustainable Transport and the Humanisation of the Transport Environment. One unique program by NGT is the raising of funds to support and educate children whose parents have been killed by road crashes.

Thailand Cycling Club

"...for needy children, these bikes, after repair, mean no more long, barefoot walks to school. Some small children quit school altogether for this reason and many skip classes on rainy days. So we would like to help make their journey to school a bit easier." Professor Dr Thongchai Panswad, chairman of the TCC on their Recycled Bicycle Project to donate old bicycles to underprivileged children in rural areas and train them on how to carry out simple repairs.

The TCC is a non-profit organisation established in March 1991 by bicycle enthusiasts to promote the use of bicycles in the country. By the end of 1996 it had over 1000 members all over the country. TCC derives its income from the sale of cycling gear, by organising activities, and from a small annual membership fee. It circulates a monthly newsletter to members and organises at least one bicycle trip per month. For each of the last 5 years the Club has organised a major bicycle rally in Bangkok to draw attention to the need for bicycle facilities. As a result of these efforts the city’s first bicycle way (4 km along Prachachuen Road) was launched by the Bangkok Metropolitan Authority in Nov. 1995. TCC was awarded a Thailand Tourism Award by the Tourism Authority of Thailand in the category of “best conservation/preservation project” for its promotion of tourism by bicycles.
Lyari Expressway campaign in Karachi

An NGO in Karachi, the Urban Resource Centre (URC), has successfully assisted a community (Lyari Nada) to organise itself to prevent its eviction for an expressway. About 30,000 houses were to be affected by the proposed Lyari Expressway.

The URC assisted the community to suggest alternative routes for the expressway, complete with cost estimates. An alternative plan has been presented to the Chief Minister and the relevant public servants in the form of a dossier with photographs and maps.

Jakarta Pedicab ("Becak") Drivers Getting Organised

Because they are safe, comfortable and cheap, the slow-moving pedicab is a favourite with women who use them for daily marketing and for picking up kids from school. And it’s a decent job, too. Where factory workers work long hours and take home 10,000 Rupiahs a day, at the most, a pedicab driver can make up to 25,000 a day, with flexible work times. In the late 1980s, a new law banned pedicabs from Jakarta’s streets, claiming they weren’t safe, caused traffic jams and had a “high correlation with Jakarta’s crime rate.”

In June 1998, amidst a worsening economic crisis and a growing pro-reform movement in Indonesia, Jakarta’s newly-appointed Governor Sutiyoso (urged on by several NGOs, including LPIST and YLKI) announced that pedicabs would again be allowed to operate. He did this without first repealing the old law, though, and faced strong criticism from the city council. Thousands of pedicab drivers came flooding into Jakarta from villages all over Java, and by July, more than 5,000 pedicabs were doing a brisk business on the city’s streets.

But after only one week pressure from opponents in the government and in the powerful motor transport lobby reversed the policy. Pedicabs were again confiscated, leaving thousands of men without jobs - this time hopelessly in debt. NGOs organised rallies, which provided a platform for drivers to meet, organise themselves and discuss strategies for dealing with eviction squads, negotiating with the municipality. A survey conducted by the NGOs found that 86% of Jakarta residents supported the operation of becaks in Jakarta. The Urban Poor Consortium and other NGOs began working with pedicab drivers in many communities.

The Pedicab Drivers Network now includes 3,000 drivers in 24 communities, and has initiated a weekly savings scheme. The ban is still on, but pedicabs are still on the street. A big demonstration in October 1998 resulted in the release of all confiscated pedicabs to their owners, and has given a big boost to the drivers’ struggle for their right to work.
In 1995, the World Bank has completed a major review of its transport sector lending policies. The final document was called "Sustainable Transport". Thanks largely to consistent pressure from NGOs, the 3-year policy-making process was among the most open in the bank's history. In fact, NGO pressure, was an important part of the impetus for the bank to undertake the review at all. Drafts of the review were distributed widely, again partly through the efforts of NGOs such as the Institute for Transportation and Development Policy (ITDP) and the International Institute for Energy Conservation (IIEC). Even so, it was not possible to find appropriate organisations to comment in all developing countries.

According to World Bank staff, the consultative process led to significant changes, such as: a major focus on the concept of sustainability (economic, environmental and social); increased attention to the role of government; better balance between urban and rural discussions; much greater attention to non-motorised transport (which is emphasised as a means of poverty alleviation, environmental protection, AND as an efficient component of an integrated transport system at ANY income level); attention to the potential of micro-lending; and broader treatment of environmental issues, especially in the urban context.

CSE is a large environmental advocacy group and think-thank. Their 1996 publication on vehicular air pollution in India has sparked off a major campaign and great interest from media, politicians and other NGOs. They are focusing on phasing out of outdated vehicle technology, improving the quality of the fuel, improving the availability of public transit service, and tightening vehicle inspection and maintenance. CSE has carried on a successful public awareness campaign on the air pollution issue. They placed a piece of damp white filter paper over a suction device beside a major street during rush hour, to resemble the action of human lungs, and in a short period of time the filter turned completely black. This got a lot of media attention. They are pressing for recognition of a 'Right to Clean Air.' They are also pushing for a 10% congestion tax and a 10% environmental tax on fuels. The campaign has led in 1998 and 1999 to a number of high profile environmental court case in New Delhi.

Dr Bhattacharyya and his colleagues are involved in a lobbying effort to save the Calcutta Tramways from a slow death from official neglect, mismanagement and replacement by diesel buses. It is feared that the loss of the trams will only hasten motorisation and the deterioration of public transport service and worsen air-pollution which already exceeds WHO standards by many times. Protests have stopped the tram system from being totally dismantled, but maintenance and management of the system remains poor. Activists and academics estimate that reviving the CTC trams would cost roughly $25 - $35 million, or $29 per annual passenger, but the agency hasn't even requested the money. By
contrast, Japan’s OECF has agreed to fund a second line on the Calcutta metro, which has only about 200,000 daily passengers, and costs $1860 per annual passenger, and highway fly-overs at several downtown intersections, costing the municipality $128 per motorist. In a poor city like Calcutta this is a serious misallocation of scarce public funds which has now been challenged in court.

Coalition for a Fair Santiago: opposing an expressway in Santiago de Chile

The Costanera Norte is a 33 kilometre long highway project that would cut through the historical heart of Santiago bringing destruction to Pedro de Valdivia Norte, the San Cristóbal Hill and Park, Bellavista, refuge for artists and writers, the textile sector of Patronato, the central market and eateries around the Vega, the Vega Chica, the Tirso de Molina fruit fair, and the poor but proud communities of Independencia. The "Coordinator No to the Costanera Norte", or Coalition for a Fair Santiago, is composed of 25 permanent neighbourhood, street fair, storekeepers, restaurant and other organisations representing 50,000 citizens in the Providencia, Independencia and Recoleta jurisdictions of Santiago. They started their effort in December 1995 and in December 1998 helped to ensure that no companies participated in the public tender for the concession for the project. Nonetheless, in April 1999, the government once again ordered a new tender to be held. The coalition is continuing to oppose the highway.

Action by employers and businesses

There are many things that employers and businesses can do to make a positive difference to the transport patterns of their community. In California, employers are now actually required to take steps to improve the transport balance for the trips that they generate.

But even without such regulation, many businesses find that promoting greater choice is in their interests. It will have real benefits to the organisation, employees and local community. It may help to relieve an on-site car parking or congestion problem, or it may help to improve public transport services where there was previously a deficiency. In turn it may relieve stress on employees through reduced travel delays around the site, through healthier forms of travel such as walking or cycling, or through the opportunity to reduce their amount of travel, perhaps by working at home.

The choice of location for the organisation’s premises is one of the most significant decisions that a business or employer can make which will have an impact on the transport choices available to employees and customers. See the section on urban planning above.
Consultancies in certain countries now offer "green transport audits". These analyse trips generated by the business premises and suggest "win-win" solutions that can save the organisation money, increase the range of viable choices available to employees and customers, while also contributing to more sustainable and city-friendly transport.

Such audits often recommend a wide range of "Employer-based Transportation Demand Management" measures. These include parking cash-out, organised ride-share schemes, incentives to use public transport, bike or walk, etc.

For organisations that run fleets of vehicles, such an audit can often suggest ways of making huge savings through improved maintenance, fuel-efficient driving techniques, modified vehicle mix in the fleet, etc.

There are limits to what dedicated individuals can do on their own. Beware of government officials or big business lobbyists who claim that change will only come when consumers' preferences change and enough individuals start "doing the right thing". This may only be their excuse for doing nothing to change the policies which are keeping us on the wrong track. Individuals consumers respond to the "signals" from the whole society which is heavily influenced by public policy. It is difficult to make a free "choice" to choose more benign transport options if those options have systematically been made unattractive.

Nevertheless, there are many things that individuals can do, without necessarily becoming martyrs, to make a small contribution and statement in favour of people-centred, equitable and sustainable transport. Just a few ideas include:

- Walk, use public transport or ride a bicycle more often, if feasible for you.
- Shop locally when you can.
- When choosing a house or apartment, think about how easy it will be for you and your family to walk, bicycle or use public transport. Make this a factor in your decision.
- Write a letter to the relevant authority, to the local newspaper or phone a hotline to complain about some problem or point out a fault or dangerous situation for pedestrians, bicyclists or public transport users.
- Join or start up a local organisation to promote people-centred, equitable and sustainable approaches to urban transport or to demand decent public transport services and facilities for walking and cycling.
- Ask existing community organisations to take up this issue and offer to help!

David Engwicht suggests that the keys to change are at the community level. One of his Eight Myths challenges the view that changing individual behaviour is the key to building a more efficient transport system.

"Traffic is not one person driving a car (one or two cars do not cause social segregation, air pollution, noise pollution, or congestion). The problems caused by traffic are a 'collective phenomenon' -- any arrangement in which the whole is greater than the sum of the parts. The solutions to this collective phenomenon cannot be therefore based in changing individual behavior but in finding collective, community based solutions. For example, getting one person to reduce their car use may simply encourage someone else to expand their inefficient car use. The Traffic Reduction Kit has therefore devised arrangements that get whole streets to take collective responsibility for the traffic they generate and to change physical arrangements (street reclaiming) to encourage these collective solutions."
## Tools for action

This section provides some lists and references to contacts and sources of further information that may be useful to anyone who wishes to pursue action or debate on urban transport issues further.

### A to Z of urban transport terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 km/h zone</td>
<td>Area in which vehicle speeds have to be kept to 30 km/h or less.</td>
</tr>
<tr>
<td>accident</td>
<td>Avoid this word when referring to road crashes. It tends to lower public awareness on the preventability of road injuries and fatalities. Use the word &quot;crash&quot; instead, for example.</td>
</tr>
<tr>
<td>advanced stop line</td>
<td>Reserved area for cyclists to wait ahead of other vehicles when all traffic is stopped at traffic light signal.</td>
</tr>
<tr>
<td>Angguna</td>
<td>Four-wheeled taxi-like vehicle in Surabaya that also has a tray-top at the back for a significant load of goods</td>
</tr>
<tr>
<td>Angkut</td>
<td>In Surabaya, paratransit microbus, fixed route, stop on demand service</td>
</tr>
<tr>
<td>Angle parking</td>
<td>Parking at an angle of between 0 and 90 degrees to the carriageway.</td>
</tr>
<tr>
<td>Area Licensing Scheme (ALS)</td>
<td>A form of traffic restraint implemented in Singapore: motorists must pay to enter the central area of the city</td>
</tr>
<tr>
<td>Articulated bus</td>
<td>Can carry between forty and sixty passengers seated and a further forty to one hundred as standing passengers</td>
</tr>
<tr>
<td>ASEAN</td>
<td>Association of South East Asian Nations</td>
</tr>
<tr>
<td>Assignment</td>
<td>Calculation process where relationships from the departure/destination/matrix are converted into trips on a network.</td>
</tr>
<tr>
<td>at-grade</td>
<td>At surface level, ie. not bridges or subways</td>
</tr>
<tr>
<td>audible pedestrian signals (APS)</td>
<td>Assist visually impaired pedestrians in crossing at locations controlled by traffic signals.</td>
</tr>
<tr>
<td>Auto rickshaw</td>
<td>In South Asia, one of the terms for motorised tricycle taxis.</td>
</tr>
<tr>
<td>Baby taxi</td>
<td>In South Asia, one of the terms for motorised tricycle taxis.</td>
</tr>
<tr>
<td>Bajaj</td>
<td>Indonesian motorised tricycle taxi</td>
</tr>
<tr>
<td>Barnes Dance</td>
<td>Traffic signal-light phase during which all vehicle movement is stopped by red lights, while walk signals allow pedestrians to cross in any direction, including diagonal crossings.</td>
</tr>
<tr>
<td>Becca</td>
<td>Malaysian pedicab</td>
</tr>
<tr>
<td>Becak</td>
<td>Indonesian pedicab</td>
</tr>
<tr>
<td>Bemo</td>
<td>In Indonesia, generic term for small vans for public transport (usually 8-12 passenger capacity) with fixed route, stop on demand service. In Jakarta, 6-seater motor pedicab but usually fixed route, stop on demand service</td>
</tr>
<tr>
<td>Benzene</td>
<td>A toxic, cancer-causing flammable liquid, C₆H₆</td>
</tr>
<tr>
<td>Bicycle-crossing</td>
<td>A place where bicycles can cross a road</td>
</tr>
<tr>
<td>Bicycle-locker</td>
<td>A enclosed lockable space for the storing of a bicycle.</td>
</tr>
<tr>
<td>Black spot</td>
<td>Dangerous location. Black spot programs identify danger spots and take action</td>
</tr>
<tr>
<td>Bollard</td>
<td>Short post embedded in the ground to indicate the line beyond which motor traffic cannot pass.</td>
</tr>
<tr>
<td>Build-out</td>
<td>Narrowing of the carriageway constructed on one side of the road as an extension of the verge or footway. Also &quot;bulb-out&quot;</td>
</tr>
<tr>
<td><strong>Bus-lane</strong></td>
<td>Road or lane with one carriageway intended for public transport buses and other permitted vehicles.</td>
</tr>
<tr>
<td><strong>Busways</strong></td>
<td>Roadway for exclusive use of buses. Buses can be used in an operational format similar to most light rapid transit systems</td>
</tr>
<tr>
<td><strong>Calesa</strong></td>
<td>Two-wheeled horse carriage, which is able to carry two passengers and a driver (cochero), still survives in downtown Manila.</td>
</tr>
<tr>
<td><strong>Capes</strong></td>
<td>Extended pavements at public transport stops</td>
</tr>
<tr>
<td><strong>Car sharing</strong></td>
<td>Schemes or businesses in which members are entitled to access to private cars using a booking system. Usually, there might be roughly one car for every 10 members. Most of the price is charged on the usage of the vehicles rather than in the up-front, sunk costs.</td>
</tr>
<tr>
<td><strong>Carburettor</strong></td>
<td>Device that mixes air and gasoline in an internal combustion engine</td>
</tr>
<tr>
<td><strong>Catalytic converter</strong></td>
<td>Device attached to the exhaust system that contains an emissions-controlling chemical catalyst</td>
</tr>
<tr>
<td><strong>CBD</strong></td>
<td>Central Business District. The usually high density, multi functional centre of the city. Often coinciding with the oldest parts of the city neighbouring areas.</td>
</tr>
<tr>
<td><strong>Chicane</strong></td>
<td>A traffic calming measure. Series of two or more build-outs on alternate sides of the road, but not opposite one another.</td>
</tr>
<tr>
<td><strong>CKD kit</strong></td>
<td>Completely knocked down kit - a vehicle imported for local assembly</td>
</tr>
<tr>
<td><strong>CO</strong></td>
<td>Carbon monoxide</td>
</tr>
<tr>
<td><strong>CO₂</strong></td>
<td>Carbon dioxide</td>
</tr>
<tr>
<td><strong>COE</strong></td>
<td>Certificate of Entitlement - prospective vehicle buyers in Singapore bid for a limited number of COEs that allow them to purchase a vehicle.</td>
</tr>
<tr>
<td><strong>Colorum</strong></td>
<td>Term used in the Philippines for unlicensed public transport vehicles</td>
</tr>
<tr>
<td><strong>Compressed natural gas (CNG)</strong></td>
<td>A way of storing natural gas to enable it to be used as a motor fuel</td>
</tr>
<tr>
<td><strong>Continuous pavements</strong></td>
<td>Traffic calming measure. Sidewalk surface continues across junctions and across roads at appropriate points. Instead of the pedestrian having to change surfaces and levels all the time, the car will have to do so.</td>
</tr>
<tr>
<td><strong>Crosswalk</strong></td>
<td>Crosswalk (North Am) = crossing (British). Pedestrian crossing at ground level</td>
</tr>
<tr>
<td><strong>Cul-de-sac</strong></td>
<td>A street closed at one end.</td>
</tr>
<tr>
<td><strong>Curb</strong></td>
<td>Curb (North Am) = kerb (British)</td>
</tr>
<tr>
<td><strong>Kerb extension</strong></td>
<td>An area where the sidewalk and kerb are extended into the parking lane, usually in order to shorten pedestrian crossing distance.</td>
</tr>
<tr>
<td><strong>Curb-cut</strong></td>
<td>Dips in sidewalks to make it less &quot;jarring&quot; for motorists. = dropped kerb (British)</td>
</tr>
<tr>
<td><strong>Cycle-lane</strong></td>
<td>Part of the carriageway which is separated from the rest by a broken line, and where bicycle-symbols are introduced on the road-surface and the lane is intended for the use of cyclists.</td>
</tr>
<tr>
<td><strong>Cycle-ramp</strong></td>
<td>Ramp at the side of a staircase, which provides cyclists with a way of moving bicycles up and down staircases.</td>
</tr>
<tr>
<td><strong>Cycle-route</strong></td>
<td>A route followed by a cyclist from departure point to the destination of a journey. Cyclists choose cycle-routes; highway-authorities provide cycle-routes.</td>
</tr>
<tr>
<td><strong>Cycle-time (traffic-light sequence)</strong></td>
<td>Time it takes for lights to change inclusive of missed phases for all directions of the traffic-control-system.</td>
</tr>
<tr>
<td><strong>Cycling-facility</strong></td>
<td>Facility especially constructed for bicycle-traffic.</td>
</tr>
<tr>
<td><strong>Cycling-infrastructure</strong></td>
<td>All infrastructure made use of by bicycle-traffic.</td>
</tr>
<tr>
<td><strong>Cycling-network</strong></td>
<td>Complete system of cycle-routes in a particular area.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-------------------------</td>
<td>-----------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>dartout</td>
<td>Mid-block motor vehicle/pedestrian injury. This term should be avoided because it “blames the victim”.</td>
</tr>
<tr>
<td>Decentral concentration</td>
<td>Description of urban land use pattern in which concentrations of employment, services and nodes of high-density housing are found in the city centre and at a number of distinct nodes in other parts of the urban area.</td>
</tr>
<tr>
<td>Delivery capacity</td>
<td>The capacity during the green phase of traffic-light cycle.</td>
</tr>
<tr>
<td>Detour factor</td>
<td>Relationship between the shortest distance over the road and the straight line distance (as the crow flies).</td>
</tr>
<tr>
<td>Diesel engine</td>
<td>Engine in which fuel is ignited with the heat from the compression of a fuel-air mixture by the piston rather than with a spark, as in a gasoline engine with spark plugs.</td>
</tr>
<tr>
<td>Dokar</td>
<td>Two-wheeled pony cart in Indonesia.</td>
</tr>
<tr>
<td>Double-deck bus</td>
<td>Has a capacity for between seventy-five and one hundred seated passengers and between ten and fifty standing passengers.</td>
</tr>
<tr>
<td>Drag coefficient</td>
<td>A measure of the &quot;slipperiness&quot; of a vehicle to air resistance. Designing a vehicle with a small drag coefficient makes it more streamlined, reduces its aerodynamic drag, especially at high speeds, and improves its fuel efficiency.</td>
</tr>
<tr>
<td>entry treatment</td>
<td>Traffic calming measure (physical or psychological) at entrance to street.</td>
</tr>
<tr>
<td>Equity</td>
<td>The benefits from transport shall be accessible to all, and the disbenefits shall not fall disproportionately on certain groups of the population, in particular children and women, the disabled and the socially excluded, certain generations or certain regions.</td>
</tr>
<tr>
<td>Exhaust gas recirculation</td>
<td>A process by which a fraction of the exhaust gases from an engine are recirculated. This tends to lower the combustion temperature and hence reduce NOx emissions.</td>
</tr>
<tr>
<td>footpath</td>
<td>In Australian usage, footpath is equivalent to the North American term, sidewalk, and the British term, pavement. Elsewhere, any linear surface primarily destined for pedestrian use - not necessarily at edge of roadway.</td>
</tr>
<tr>
<td>Greenhouse gases</td>
<td>Carbon dioxide, methane, chloro-fluorocarbons, nitrous oxide, and human-made ozone, all of which contribute to the “greenhouse effect,” or global warming.</td>
</tr>
<tr>
<td>ha</td>
<td>Hectare.</td>
</tr>
<tr>
<td>HC</td>
<td>Hydrocarbons.</td>
</tr>
<tr>
<td>High-occupancy vehicle</td>
<td>Motor vehicle with 3 or more people in it.</td>
</tr>
<tr>
<td>(HOV)</td>
<td></td>
</tr>
<tr>
<td>HOV lane</td>
<td>Lane reserved for high-occupancy vehicles</td>
</tr>
<tr>
<td>hypothecation</td>
<td>(UK) dedication of (tax) monies to particular purposes. Also called ring-fencing (UK) or dedication (NAm), eg, fuel tax increase hypothecated to local transport budget.</td>
</tr>
<tr>
<td>Inner city</td>
<td>The ring of development around the city centre, mostly characterised by development prior to the middle of the 20th century, and mostly built without provision for private vehicles.</td>
</tr>
<tr>
<td>Internal combustion engine</td>
<td>An engine powered by the heat from an explosion of a mixture of gas and air. The most common automobile engines of this type operate on four cycles: intake, compression, ignition, and exhaust.</td>
</tr>
<tr>
<td>Jalan</td>
<td>Malay and Indonesian for &quot;street&quot; - appears in many place names.</td>
</tr>
<tr>
<td>jaydriving</td>
<td>Term invented on the pattern of jaywalking to denote inattentive and inappropriate driving, failing to yield to pedestrians, etc.</td>
</tr>
<tr>
<td>jaywalking</td>
<td>Illegal crossing of the street by pedestrians. Stirs up strong reactions among pedestrian activists. Dictionary definitions imply that there has to be danger, traffic and carelessness. Mid-block crossings are NOT synonymous with jaywalking. Asserting right of way is NOT jaywalking.</td>
</tr>
<tr>
<td>jeepney</td>
<td>Paratransit microbuses of the Philippines. In Manila they operate on fixed routes but mostly stop on demand.</td>
</tr>
</tbody>
</table>
Taking Steps  Action tools

**JICA**
Japan International Cooperation Agency. Funds and conducts many transport studies and infrastructure feasibility assessments in Asia and the Pacific.

**jitney**
Generic term for any non-corporate (paratransit) public transport service (usually using small buses or vans) operating on a fixed route, usually stopping on demand. Originally an American term which referred to vehicles combining characteristics of both bus and taxi that were common in the United States in the late 1910s and 1920s before they were suppressed by regulation.

**junction table**
Raised roadway at crossroads.

**kampung**
A Malay/Indonesian word for village which is also used to refer to urban low-income vernacular-style settlements.

**kerb (UK)**
= curb (N. America)

**Kijang**
Toyota mini-van in Indonesia. Used as private cars, as goods vehicles and as public transport vehicles (eg, as mikrolet).

**km**
Kilometre(s).

**km/h**
Kilometres per hour.

**Lean-burn engine**
An engine that operates on a higher air-to-fuel ratio than a standard -engine does, and consequently uses less fuel.

**Liquid petroleum gas (LPG)**
A mixture of propane and butane produced as a by-product of petroleum refining and natural gas processing.

**LOS**
Level of Service.

**LRT**
Light rail transit. Light rail transit refers to a range of modern transit systems that are the modern successor to the tram. LRT is usually not fully signalised and can operate on the surface street system or on separate rights-of-way at grade, elevated or underground.

**Maxibus**
Usually reserved for high occupancy vehicles seating more than fifty passengers.

**Maxicab**
Fourteen-seater minibus which is assigned a specific route in Hong Kong.

**Median bus-lane**
Bus lanes located in the middle-lanes of a carriageway rather than in the kerb-side lanes. Asian examples exist in Nagoya, Japan and Taipei.

**Methane**
CH₄. A colourless, odourless gaseous hydrocarbon, the principal component of natural gas. It is also a strong greenhouse gas.

**Midibus**
Term used for a passenger-carrying vehicle that has a capacity for between sixteen and twenty-five passengers.

**mikrolet**
In Jakarta, paratransit microbus, fixed route, stop on demand service.

**minibus**
Buses with medium capacity, generally between 15 and 35 seats.

**Minibus**
Term generally restricted to a passenger carrying vehicle that has a capacity for between nine and sixteen passengers.

**Minitaxi**
Taxi-like vehicle with a capacity for less than four passengers which operates on demand, eg motorised tricycle taxis and motorcycle taxis would be included.

**MJ**
Megajoules.

**Mode**
Means of travel. When the word mode is used in the context of a specific amount or proportion of travel, it refers to the main means of travel used. For example, a trip involving both walking and bus travel is classified as a bus trip.

**mode split, modal split**
Measures of the role of a mode of transport according to percentage of trips.

**Monorail**
Small-scale urban rail systems. There are two basic types: (a) suspended monorail in which rubber tyred trucks run on two closely-spaced rails mounted within a precast concrete beamway and (b) the supported or over-riding monorail which comprise a single concrete beamway which is straddled by a rubber tyred vehicle.

**mosquito buses**
Seven-seater jitneys in pre-war Singapore and Kuala Lumpur.
**Moto-dub**  
Motorcycle taxis in Cambodia

**Motor Cycles**  
Includes mopeds and other motorised two wheel vehicles.

**MRT**  
Mass Rapid Transit

**MTR**  
Hong Kong’s Mass Transit Railway

**NGO**  
Non-governmental organisation

**NMT**  
Non-motorised transport

**NMV**  
Non-motorised vehicle

**NO₂**  
Nitrogen dioxide

**Non-methane hydrocarbons**  
all volatile organic compounds with the exception of methane. US emissions limits refer to emissions of these rather than total emissions of VOCs as methane emissions do not lead to the formation of low level ozone.

**NOₓ**  
Nitrogen oxides

**Ojek**  
Motorcycle or bicycle taxis in Indonesia

**On-street parking**  
Includes parking on streets, squares and other public areas, whether or not in special bays.

**opelet**  
Small jitneys in Jakarta that were phased out during the 1980s

**Outer city**  
The ring of later suburban development between the inner city and open countryside, usually the least well defined of the city areas, both spatially and in terms of function character and age of development.

**Parallel parking**  
Parking parallel to the axis of the road.

**paratransit**  
Generic term for a wide range of transport modes between conventional public transport and private transport. Includes taxi-like modes, bus-type modes and hybrids. Most have in common that they are owned and run by non-corporate entities or individuals

**park and ride**  
out-of-town car parking integrated with public transport

**Parking**  
Positioning of a vehicle in a stationary position, except for loading/unloading or when people are getting in or out.

**Parking lane**  
Paved lane intended for parking.

**Partial one-way traffic**  
One-way traffic, except for cyclists.

**Patas bus**  
Air-conditioned premium bus services in Jakarta

**pavement**  
Prone to confusion between North American and British usages. Pavement (Br) = sidewalk (N.Am), pavement (NAm) = roadway (Br)

**Pb**  
Lead

**pcu**  
Passenger car unit - used when transport planners count traffic which is mixed. Each kind of vehicle is assigned a "pcu equivalent" figure. For example, a motorcycle is usually considered to have a pcu value of 0.3 or just under one third of a car - in terms of its road space requirements.

**ped**  
abbreviation of pedestrian

**pedestrian**  
Walkers (and inclusive of wheelchair users)

**pedestrian bridge**  
also pedestrian overpass, pedestrian flyover. Are bridges a good idea for pedestrians? Steps are tiring and inaccessible to wheelchairs. Even a bridge with a ramp involves asking a person with a mobility problem to walk 150 m out of their way, up a hill. This is not a reasonable request.

**pedestrian parking**  
concept to promote importance of seating and standing areas as part of pedestrian network

**pedestrian precinct (Br) = (N.Am) a pedestrian mall**  
shopping street that has been pedestrianised - or a street-like development purposely constructed.

**pedestrian priority zone**  
area where pedestrians have priority over vehicles

**pedestrian refuge**  
island between vehicular traffic lanes.
pedestrian table wide raised crossing (not necessarily at junction)

pedestrian-activated crossing signals are pedestrian-activated when the crossing phase is initiated by a pedestrian triggering the process by means of a button or other mechanism (without the response necessarily being immediate). See "pedestrian-responsive"

Pedestrianisation The declaring of a zone or street to be open to pedestrians only (and often cyclists too and for business loading activities in certain hours)

pedestrian-responsive crossing signals are pedestrian-responsive when the lights immediately respond to a pressed button (or other trigger mechanism). This term contrasts with "pedestrian-activated"

pedicab Non-motorised tricycle in taxi-style operation

Perpendicular parking Parking at right angles to the carriageway

PM$_{10}$, PM$_{2.5}$ Description of air pollution components. Very small air-born particulate matter that can be taken deep into the lungs. The numbers refer to the maximum size of the class of particles in microns (0.001 mm).

pph Persons per hectare, a measure of urban population density.

precautionary principle Action to prevent, control or reduce the release of transport emissions harmful to health and the environment should not be postponed on the ground that scientific research has not fully proved a causal link between those emissions and their potentially harmful impact on health and the environment.

Public transport Mostly what in north America would be referred to as ‘transit’, in the Netherlands ‘OV’, and in Germany OPNV. This includes all forms of collective transport such as buses, trams and trains, and even jitneys, but mostly excludes taxis which, although public, are not usually collective.

queue (Br) - line (US)

Rail systems Terminology of rail-based transport systems can be confusing.

Trains serving a city or urban region may be operated on tracks shared with or adjacent to those carrying longer-distance national or international trains. Such systems are often called 'suburban railways', 'commuter railway' or 'city railroad'. Fixed-track public transport systems serving more local city travel include various configurations of street-running trams (called streetcars in North America), trams running underground or overground on tracks segregated from other traffic, with various degrees of signal control, and what are often called 'light rail' systems which may be updated traditional tram systems, or entirely new systems, again with a variety of track and right-of-way control. Then there are the so-called 'Metros' or 'underground' systems or 'subways'. These have fully-signalled dedicated track. Confusingly, in many cities much of the track is at ground level, or even above ground. City centre parts of such networks are usually underground. (Source: Dieter and Pharoah)

raised crossing junction tables, pedestrian tables, continuous pavements, raised junctions, Wombat crossings, speed tables and raised crosswalks

raised junction form of road hump built across the whole area of a junction.

Reformulated gasoline (RFG) generic term for any form of petrol whose constituents have been tightly controlled to limit their emissions. The reformulated gasolines of different oil companies are not necessarily the same. There are, in fact, dozens of different recipes.

rickshaw, jinrikisha Hand-pulled vehicle to carry passengers in a taxi-style of operation, now in use only in Calcutta. "Rickshaw" sometimes refers to pedicabs - or "cycle rickshaw".

Right-of-way (NAm) an easement held by the local jurisdiction over land owned by the adjacent property owners that allows the jurisdiction to exercise control over the surface and above and below the ground of the right-of-way. (Br.) A pedestrian route, historically enjoyed, across private property.

risk offsetting behaviour making the environment safer tends to increase risk-taking in individuals eg, seatbelts for drivers make them feel safer and therefore they drive faster

road alignment The general line followed by a road.

Road-marking Signs introduced to the road-surface for the guidance and regulating of traffic.
Roundabout | Junction at grade where traffic is streamed in a rotary movement
---|---
rumble device, rumble strip | Part of the carriageway made of materials which create noise or vibration in vehicles passing over.
samlor | Motorised tricycles used as taxis in Bangkok (also called tuk-tuk)
Setback | The extent to which buildings do not front onto the footpath or street.
shared space | Where drivers and/or cyclists, and pedestrians use the same surface, without separate footways and cycle tracks
shoulder | the strip at the edges of rural roads, used by pedestrians (where a sidewalk is absent) and motorists (for pulling out of the traffic lane, usually temporarily)
Sidewalk | improved facility intended to provide for pedestrian movement; usually, but not always, located in the public right-of-way adjacent to a roadway. = (Br) pavement = (Australian) footpath.
silor-lek | Six-seater paratransit vehicles in Bangkok
Sleeping policeman (Br) | speed bump, speed hump.
Slip lane | a lane provided for ease of right-hand turns at the intersection of arterial streets. Often hazardous for pedestrians and NMVs because of the high speeds encouraged.
small-wheeled transport | skates, skateboards, etc. This term gives legitimacy to skates and skateboards, which would otherwise be considered simply toys
SO2 | Sulfur dioxide
Southeast Asia | Burma, Brunei, Cambodia, Indonesia, Laos, Malaysia, the Philippines, Singapore, Thailand, and Vietnam
speed control and red light cameras | Camera set to detect drivers exceeding a set speed or passing through a red traffic signal after a set time.
SPM | Suspended particulate matter - small particles are an important part of air pollution. And the smallest particles are usually the most dangerous.
street furniture | seating, lampposts, planters, bins, cycle racks, signs, bollards etc.
streets for people | concept that promotes quality of life especially in residential areas - streets should be thought of and designed as places where people live, rather than simply conduits for cars.
Sustainability | Transport activities shall be managed so that the needs of the present generation are met without compromising the ability of future generations to meet their own needs.
tactile blocks | Tactile blocks in the pavement/sidewalk at crossing points. Aligned at the kerb edge and to the back of the path. They are set so that the blind pedestrian is 'pointed' in the direction of the opposite kerb. Often coloured to help the visually impaired with different colours for controlled and uncontrolled crossings.
tactile surface | Part of the pavement with a raised texture distinguishable by pedestrians from the surrounding area, which can give helpful messages to visually impaired people.
Tamaraw FX | Philippine model of Toyota mini-van (similar to Indonesia's Kijang) that, by the mid-1990s, has become widely used in taxi and jitney services in Metro Manila
TDM | Transport demand management
temporarily disabled | term used to describe people who are unable to walk or climb steps due to carrying shopping, child etc or otherwise encumbered
Tonga | Horse-pulled taxi in South Asia
traffic calming | From German verkehrsberuhigung. A range of measures that reduce vehicle speeds and improve the environment for non-motorised modes and other street uses, such as commerce and play.
Traffic island | Road-section of a limited extent executed as raised parts or road-marking and surrounded by carriageways traffic-lanes, with the aim of separating traffic streams.
transit | Public Transport (in North American usage)
<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit-oriented design (or development) (TOD)</td>
<td>Urban design and urban development guidelines and policies for maximising the compatibility of the built form with public transport.</td>
</tr>
<tr>
<td>Transport</td>
<td>All aspects of movement in the city, including movement on foot and movement of freight.</td>
</tr>
<tr>
<td>Transport Demand Management (TDM)</td>
<td>Wide range of policies aimed at keeping travel demand within acceptable limits.</td>
</tr>
<tr>
<td>Travel</td>
<td>Personal distance covered regardless of mode or trips.</td>
</tr>
<tr>
<td>tricycle</td>
<td>In the Philippines, motorcycles with sidecar used as short-haul taxis.</td>
</tr>
<tr>
<td>Trip</td>
<td>Single door-to-door journey, regardless of distance or mode of travel, with one main purpose (also called a 'linked trip'). Journey has same meaning. The exception is in public transport use, when operators' data may refer to a trip as a single ride on a public transport vehicle; passengers using two or more vehicles are then counted as having made more than one (unlinked) trip.</td>
</tr>
<tr>
<td>trishaw</td>
<td>A pedicab.</td>
</tr>
<tr>
<td>Tuk-tuk</td>
<td>Colloquial term for motorised tricycle taxis in Thailand.</td>
</tr>
<tr>
<td>Two-stroke engine</td>
<td>Lighter, smaller, and more efficient than a standard four-stroke engine, this type is traditionally considered more polluting. The two-stroke ignites fuel and generates power every time the piston comes to the top of its stroke, as opposed to every other time, as in the four-stroke engine. The two-stroke is currently being refined to run with significantly fewer emissions.</td>
</tr>
<tr>
<td>uncontrolled crossing</td>
<td>Place for pedestrians to cross, not controlled by traffic light signals.</td>
</tr>
<tr>
<td>VKT</td>
<td>Vehicle kilometres of travel - a measure of the total amount of traffic in a network.</td>
</tr>
<tr>
<td>Volatile Organic Compounds (VOCs)</td>
<td>A generic term for the many different compounds based on hydrogen and carbon that are emitted as gases when fuels such as petrol, diesel and many alternative fuels are burnt. Also commonly referred to as hydrocarbons.</td>
</tr>
<tr>
<td>walk trip</td>
<td>There are problems with most data on walk trips. Because they are numerous and often very short they are often under-reported or excluded altogether from statistical analysis.</td>
</tr>
<tr>
<td>walking bus</td>
<td>Children picked up on journey to school and accompanied as group on fixed route according to timetable.</td>
</tr>
<tr>
<td>walking distance (maximum)</td>
<td>Figures vary: 400 metres, quarter of a mile, 5 minutes. As communities improve neighbourhood shopping and achieve higher densities with more pedestrians, the distance its residents are willing to walk should increase. There are references to 400 metres to buses, 600 metres to light rail and from 800 metres to a kilometre as the catchment for heavy rail with a good level of service. In other words people are prepared to walk further if the quality of service they are accessing is better. The number-one condition that makes for a good walking environment is absence of motor vehicle traffic.</td>
</tr>
<tr>
<td>walkway</td>
<td>Pedestrian facility, whether in the public right-of-way or on private property, which is provided for the benefit and use of the public.</td>
</tr>
<tr>
<td>warrant study</td>
<td>Guidelines and thresholds for deciding if a piece of infrastructure is warranted. Warrant count - count (eg of pedestrians) to decide if a facility is &quot;warranted&quot;. Unfortunately, many of these guidelines are biased against pedestrians. If a street is so dangerous that no-one dares cross then it will never achieve the number of pedestrians to &quot;warrant&quot; a crossing.</td>
</tr>
<tr>
<td>woonerf</td>
<td>Traffic calming method. Dutch home zone street. It involves complete road resurfacing to create a level roadway with no separate footway along with street furniture and plantings to encourage vehicles to move at little more than walking speed and to consider themselves guests in the area (the translation of 'woonerf' is 'living yard').</td>
</tr>
</tbody>
</table>

Various sources and similar lists were consulted in order to compile this list. These included: Barter (1999), the Pednet International Pedestrian lexicon (by Geraint Jennings, a work-in-progress compiled with input from members of the Pednet list), Peter Rimmer (1986), World Resources Institute, "Car Trouble", and Friends of the Earth.
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Road Alert!
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Road fighting network in UK

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**Public Transport**

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*Public transport in Calcutta, especially the trams.*

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*Umbrella group and think tank with 1,700 members including the world’s most important public transport operators, authorities and suppliers.*

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*Public transport and sustainable transport advocacy group*

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National coalition of walking advocacy groups dedicated to promoting livable communities where people walk because it’s a real choice.

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Road Safety and Health

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Equity, Poverty and/or Gender issues

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The IFRTD is a global network of people and organisations interested in promoting a broader approach to meeting the transport needs of rural people. Produces a newsletter, Forum News.

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Access for People with Disabilities

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US-based, advocacy for better access to transport for disabled people world-wide. Produces a newsletter on the issue.

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Environment

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*Community based statutory corporation implementing programmes related to environment and energy conservation in Sri Lanka.*

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*Consumers International*

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(Indonesian Consumers Organisation)  
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CITYNET  
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Email: citynet@po.iijnet.or.jp  
Co-organised, with HUDCO, UNCHS and SUSTRAN, a regional seminar on Traffic and Mass Transit held in New Delhi in 1996.

Habitat and Environment Committee (HEC),  
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Save Bombay Committee  
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Save Bombay Committee is active on a number of transport-related campaigns in the city.
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SPARC (Society for the Promotion of Area Resource Centres)  
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Participates in various housing and transport related community organising projects. An active SUSTRAN participant.

Swayam Shikshan Prayog (SSP)  
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A network of low-income women, very interested in the transport issues affecting them and active in SUSTRAN.

Urban Conservation Resource Center (UCRC)  
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Transport related issues been involved pedestrianization, traffic caliming, transport/land use planning and management of the downtown area of Cebu City, Philippines.

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Karachi's URC is active on a number of transport issues in the city including the opposition to the Lyari Expressway and debate over proposals for mass transit in Karachi.

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Director, Transport, Communications & Tourism Division, United Nations Economic and Social Commission for Asia and the Pacific (ESCAP)  
UN Building, Rajadamnern Avenue, Bangkok 10200, Thailand  
Tel: 662 - 282 9603, 288 1371, 288 1234, ext.1371  
Fax: 662 - 280 6042, Email: rahmatullah.unescap@un.org
Selected Resources and Readings

A working list of useful resources chosen especially for groups active on sustainable and people-centred transport issues in Asia or anywhere in the South. This list is far from comprehensive. We hope to expand and improve it. Please send corrections and additional suggestions. Where contact details are missing they may be listed in the contacts list above.

Periodicals

Auto Free Times
Fiery, fun anti-car magazine from the Alliance for a Paving Moratorium. Contact: Auto Free Times, c/o Fossil Fuels Policy Action Institute, PO Box 4347, Arcata, CA 95518, USA. E-mail: autofree@tide-pool.com, Web: http://www.bikeroute.com/autofree.

Accessible Transportation Around the World
Newsletter of Access Exchange International (AEI), a US-based, non-profit organisation devoted to promoting (disabled) accessible public transport and paratransit services around the world.

Car Busters
Magazine and resource centre for the European car-free/anti-car movement, also distributing a monthly bulletin by e-mail.

Forum News
Newsletter of the International Forum for Rural Transport and Development (IFRTD).

IBF News
News on bicycle initiatives and advocacy from around the world. Available on paper or as an email newsletter. Contact: David Mozer, International Bicycle Fund (IBF).

NMT News
Twice yearly newsletter of the Transportation Research Board Committee on Non-motorised Transport and Related Issues in Developing Countries. [Contact - Chair of the Editorial Committee, Dharm Guruswamy, Apogee Research Inc., 4350 East-West Highway, Suite 600, Bethesda, MD, USA 20814; E-mail: guruswam@apogee-us.com].

Progress
Newsletter of the Surface Transportation Policy Project (STPP)

Sustainable Transport
Quarterly magazine from the Institute for Transportation and Development Policy (ITDP).

SUSTRAN News Flashes
Electronic newsletter on people-centred, equitable and sustainable transport issues in developing countries. Contact the SUSTRAN Network.

T&E Bulletin
The official news bulletin of the European Federation for Transport and Environment (T&E) is produced 10 times per year. Contact T&E.

TransMission
Magazine on transportation, culture and ecology: for activists and analysts alike. 761 Queen Street West, Suite 101 Toronto, Ontario, M66 1G1, Canada. e-mail: detour@web.net web: http://www.web.net/~detour

Transport
Newsletter produced by Transport Research Laboratory on behalf of DFID (Department for International Development, UK). To subscribe contact the editor, Ms Linda Parsley, Overseas Centre, TRL.

World Transport Policy and Practice Journal
New journal specialising in sustainable transport and practical solutions to transport dilemmas. It is particularly interested in covering areas of the world normally missed out of mainstream US and European publications (eg Africa, Asia, Latin America). http://www.ecoplan.org/wtp

Books, Reports and Articles

HIGHLY RECOMMENDED


Engwicht, D. (1999). *Street Reclaiming - Creating Livable Streets and Vibrant Communities*. (Contact: David Engwicht Communications)


**BICYCLES/NMT**


British Medical Association (BMA) (1992) "Cycling towards health and safety" (Oxford University press, Oxford, New York)


Institute for Transportation and Development Policy (ITDP) "Tools for Life: A Start-Up Guide to Youth Recycling and Bicycling Programs"
International Bicycle Fund. Three Publications from IBF:
- "The Bicyclist's Dilemma in African Cities",
- "Transportation, Bicycles And Development in Africa: Progression or Regression",
- "Transportation Patterns in Nairobi" [Contact: International Bicycle Fund].

Ker, Ian (ed.) Proceedings of 1996 Velocity
International Bicycle Conference Fremantle, Western Australia. [Contact: Ian Ker, Transport, 441 Murray Street, Perth, PO Box 7272, Cloisters Square, W. Australia 6850 Tel: 61 8 9320 9491 Fax: 61 8 9320 9497 Email: iker@transport.wa.gov.au].

Le Monde a Bicyclette, "On Your Bicycle In The Morning" - A guide to facilitate cycling for daily commuting to work and school. Disponible en Francais. Le Monde a Bicyclette, PO Box 1242, Station La Cite, Montreal, Quebec H2W 2R3 CANADA. Internet: http://www.cam.org/~lemab/.


Sustrans and Ove Arup & Partners, "National Cycle Network: Guidelines and Practical Details" (Issue 2, March 1997). [Contact: Sustrans, 35 King Street, Bristol BS1 4DZ, UK. Tel: +44 117 929 0888, Fax: +44 117 929 4173, E-mail: Rachel_Bromley@sustrans.org.uk or philipi@sustrans.org.uk].


Interface for Cycling Expertise, PO Box 2476, 3500 GL Utrecht, The Netherlands. E-mail: I-ce@cycling.nl.


CHILDREN


COMMUNITY ACTION/ACTIVISM

A SEED Europe, Lost in Concrete: Activist guide to European transport policies.


Aimed at Southern NGOs concerned with sustainable urban developments. It intends to assist NGOs directly in their search for finances. [Contact: Both ENDS, Damrak 28-30, 1012 LJ Amsterdam, The Netherlands. Tel: +31 20 623 0823, Fax: +31 20 620 8049, E-mail: bothends@antenna.nl].
DEVELOPING COUNTRIES/THE SOUTH


GTZ, GATE magazine, Special Issue on "Mobility for the Majority", 3/98 September 1998. [Contact: GTZ, GmbH, Post Box 5180 D-65726 Eschborn, Germany. Fax: +49 6196 79 73 52, Email: gate-isat@gtz.de, Web: http://gate.gtz.de/isat/].

HABITAT, "Habitat Debate" Volume 4 No.2 1998, Journal of the United Nations Centre for Human Settlements. This is a special issue on "The Missing Link: Towards Sustainable Urban Transport". [Contact: Habitat, PO Box 30030 Nairobi, Kenya. Tel: +254 2 623988/623147, Fax: +254 2 624060/624333, Email: rasna.warah@unchs.org, Web: http://www.unhabitat.org/].


World Bank. *Lessons & Practices, No. 11 (Nov. 1997): Urban Transport*. Operations and Evaluation Department, World Bank. Evaluates the World Bank’s experiences with lending in Urban Transport during the last 20 years. [Contact: OED, Tel. +1 202 458 4497, Fax. +1 202 522 3200, E-mail: eline@worldbank.org].


**ECONOMIC ISSUES**


**ENVIRONMENT/ENERGY/POLLUTION**


**EQUITY/POVERTY**


**GENDER**


**PEDESTRIANS**


PUBLIC TRANSPORT


ROADS

Garb, Yaakov (1997) *The Trans-Israel Highway: Do We Know Enough To Proceed?* Floersheimer Institute for Policy Studies, Jerusalem, April. Available for US$25 from the Floersheimer Institute, 9A Diskin Street, Jerusalem, 9/6440, Israel; floerins@actcom.co.il.


Urban Resource Centre (URC), Karachi. Lyari Expressway: Environmental Cost and Alternatives. (70 pages)

RURAL TRANSPORT


Palmer, Colin (1998) "Inland Water Transport", IFRTD Issues Paper on country boat operations in Bangladesh, Peruvian Amazon and the Niger delta. [Contact: IFRTD].


SAFETY AND HEALTH


British Medical Association (BMA) (1992) "Cycling towards health and safety" (Oxford University press, Oxford, New York)

Fletcher, Tony and Anthony McMichael, eds. (1997) Health at the Crossroads: Transport Policy and Urban Health. John Wiley and Sons, Baffins Lane, Chichester. Based on the proceedings of the Fifth Annual Public Health Forum at the London School of Hygiene and Tropical Medicine.

SUSTAINABLE TRANSPORT


CEE Bankwatch Network, “Blueprints for Sustainable Transport in Central and Eastern Europe”. Contact: Pavel Pribyl Hnuti Duha, Lublanska 18, 12000 Praha 2, Czech Republic. Tel/fax: +(42) 2 296 048, e-mail: hduha.praha@ecn.cz, web: http://www.bankwatch.org


Detour Catalogue, Mail-order catalogue of publications on transport issues, most in English. Detour Publications, c/o Transport Options, 761 Queen Street West, Suite 101 Toronto, Ontario, M6G 161, Canada. e-mail: detour@web.net, web: http://www.web.net/detour


Engwicht, D. (1999). Street Reclaiming - Creating Livable Streets and Vibrant Communities. (Contact: David Engwicht Communications)

European Federation for Transport and the Environment (T&E), 1994. T&E Greening Urban Transport Series (Booklets and summary leaflets). T&E 94/2 Greening Urban Transport - a survey; T&E 94/6 Pedestrian and cycling policy; T&E 94/6A European examples of pedestrian and cycling policy; T&E 94/7 Parking policy; T&E 94/8 Public Transport; T&E 94/9 Environmentally improved grades of petrol and diesel; T&E 94/10 Environmentally improved buses T&E 94/11 Road pricing; T&E 94/12 Land use planning.


Lim Lan Yuan and Belinda Yuen, "Urban Transportation Development and Management in Singapore", UMP-Asia Occasional Paper No.38, published by UMP Regional Office for Asia and the Pacific. [Contact: Urban Management Programme, Asian Institute of Technology (AIT), P.O. Box 4, Klong Luang, Pathumthani 12120, Thailand. Tel: 66 2 5245779 or 5246205, Fax: 66 2 5245778, Email: ump@ait.ac.th].


TECHNICAL/CRITIQUES OF CURRENT PRACTICE


TRAFFIC CALMING


TRANSPORT DEMAND MANAGEMENT (TDM)

Department of Transport and Environment, UK. A Guide to Better Practice: Reducing the Need to Travel Through Land Use and Transport Planning. Report number: L23.50. [HMSO Publications Centre, PO Box 276, London, SW8 5DT. Tel. +44 171 873 9090, Fax: +44 171 873 8200].


URBAN ISSUES - URBAN PLANNING


Internet resources

1. Lists and electronic newsletters

SUSTRAN News Flashes
The SUSTRAN News Flash service is an electronic newsletter put out about once per month by the secretariat of the Sustainable Transport Action Network for Asia and the Pacific (SUSTRAN). It provides news, events announcements and information resources on sustainable and people-centred transport issues of relevance to Asia and the Pacific and also to developing countries in general.

To subscribe to SUSTRAN News Flashes send an e-mail to majordomo@jca.oa.apc.org with the following in the body of the message: subscribe sustran-flash

SUSTRAN discussion list
This list was set up by the secretariat of the Sustainable Transport Action Network for Asia and the Pacific (the SUSTRAN Network). The sustran-discuss list is devoted to discussions related to the promotion of "people-centred and sustainable transport", especially in Asia and the Pacific and in developing and newly industrialised countries generally.

To subscribe to the Sustran-Discuss List, send a message to: majordomo@jca.oa.apc.org with the BODY (not subject) of the message being: subscribe sustran-discuss

Rural transport discussion list
Set up by the UK National Forum Group (NFG) for the International Forum for Rural Transport and Development (IFRTD) projects.

To subscribe to the Rural Transport Discussion List: Send an e-mail to mailbase@mailbase.ac.uk with the following in the body of the message: join rural-transport-development [first name] [last name] (e.g.: join rural-transport-development Joe Bloggs)

Alt-transp list
Discussion list on alternative transportation. Most discussion relates to Western countries, especially North America but sustainable transport advocates elsewhere may still find some postings useful.

To subscribe to alt-transp, send a message to majordomo@flora.ottawa.on.ca with the BODY (not subject) of the message being: subscribe alt-transp
Taking Steps

Pednet list
A discussion list devoted to pedestrian issues and advocacy.

To subscribe send a message to majordomo@flora.ottawa.on.ca with the BODY (not subject) of the message being: subscribe pednet

UTSG
UTSG (Universities Transport Study Group) Electronic Mailing List. An electronic discussion forum and information resource for researchers in the field of transport, primarily in the academic community.

To subscribe send an e-mail to mailbase@mailbase.ac.uk with the following in the body of the message: join utsg [first name] [last name] (e.g.: join utsg Joe Bloggs)

Bicycle-related lists
There are numerous email lists devoted to bicycle issues. For more information on many of these try the Cyber Cyclery website: http://cycling.org/

2. Web Sites

HIGHLY RECOMMENDED SITES

Access Sustainable Transport Forum
http://www.ecoplan.org/access

Cyber Cyclery
http://cycling.org/

David Engwicht’s Traffic reduction tools
http://www.lesstraffic.com

Institute for Transportation and Development Policy (ITDP)
http://www.itdp.org

International Union (Association) of Public Transport
http://www.iutp.com/

International Bicycle Fund
http://www.ibike.org

International Forum for Rural Transport and Development
http://www.qn.apc.org/ifrtd/

"Perils for Pedestrians"
http://www.pedestrians.org

Surface Transportation Policy Project (STPP)
http://www.transact.org

SUSTRAN-DISCUSS list:
http://www.eigroups.com/group/sustran-discuss

Victoria Transport Policy Institute (VTPI)
http://www.vtpi.org

BICYCLES
Bicycle Federation of Australia is the national cycling advocacy body in Australia
http://www.bfa.asn.au/

Bicycle News Agency
http://www.bikenews.org

Bicycle Federation of America
http://www.bikefed.org

The BIKE BOOK Web Magazine for the International Bicycle Industry & Advocacy News (newsABB@inside.com.tw)
http://austral.bikebook.com.tw

Bikes Belong
http://www.bikesbelong.org

Cyber Cyclery. Links to bicycling related web sites, mailing lists, etc.
http://cycling.org/

International Bicycle Fund
http://www.ibike.org

National Bicycle and Pedestrian Clearinghouse
http://www.bikefed.org/clear.htm

Pedestrian and Bicycle Information Center
http://www.bicyclinginfo.org

CAR-SHARING
CarShare Consortium WebSite, HotLine and Chat facility
http://www.ecoplan.org/carshare/cs_index.htm

CarShare List:
http://egroups.com/list/carsharing/

European Car Sharing
http://www.carsharing.org/english/index.html

CHILDREN
Active and Safe Routes to School
http://www.goforgreen.ca

Children on the Move
http://www.ecoplan.org/children

Guidebook for Student Pedestrian Safety by Joseph P. Savage, et al.
http://www.wsdot.wa.gov/tt/t2pubs.htm

School Crossing Programs Guidelines
http://www.icbc.com

SUSTRANS Safe Routes to School Project
http://www.sustrans.co.uk/srts

Way To Go! School Program, “small steps towards a big difference
http://www.waytogo.icbc.bc.ca
ENVIROMENT
Atmospheric Research and Information Centre
http://www.doc.mmu.ac.uk/aric/arichome.html
Centre for Science and Environment (CSE), India
http://www.cseindia.org
International Council for Local Environmental Initiatives (ICLEI)
http://www.iclei.org
Smogbusters Queensland:
Smogbusters New South Wales
The Intergovernmental Panel on Climate Change (IPCC)
http://www.ipcc.ch/
The International Institute for Energy Conservation (IIEC) has a number of useful documents on transport issues in Asia, Latin America, and Europe
http://www.iiec.org

EQUITY/POVERTY AND TRANSPORT
City Routes, City Rights: Building Livable Neighborhoods and Environmental Justice by Fixing Transportation
http://www.tlcnetwork.org/download.html
Conservation Law Foundation has programs and materials dealing with transportation equity
http://www.clf.org
GENDER AND TRANSPORT site maintained by Jeff Turner, University of Manchester:
http://www.art.man.ac.uk/transres
INZET - Vereniging voor Noord - Zuid Campagnes
http://www.inzet.nl
RCPLA Network (Resource Centres for Participatory Planning and Action)
http://www.nur.edu/rcpla/
Social Exclusion and Transport web page
http://www.art.man.ac.uk/transres/socexclu0.htm
U.S. Department of Transportation has Environmental Justice information:
http://www.dot.gov/ost/doc/EL HTM and
http://fhwa.dot.gov/environment
Victoria Transport Policy Institute (VTPI)
http://www.vtpi.org

GENERAL SUSTAINABLE TRANSPORT
Access Sustainable Transport Forum
http://www.ecoplan.org/access
Better Environmentally Sound Transportation (BEST) (Vancouver region)
http://www.sustainability.com/best

Bibliographies on Sustainable Urban Travel:
http://omni.ac.uk:8099/lczhmc/bibs/sustrav
Car Busters
http://www.antenna.nl/eyfa/cb
Centre for Alternative and Sustainable Transport UK (Rodney Tolley, director)
http://www.staffs.ac.uk/schools/sciences/geography/CAST
Centre for Sustainable Transportation (research institute)
http://www.web.net/~cstctd
Centre for Transport Studies, University College London
http://www.ucl.ac.uk/transport-studies/navi.htm
David Engwicht communications. Traffic reduction tools
http://www.lesstraffic.com
Detour Publications provides information related to urban ecology, equity and transportation planning
http://www.web.apc.org/~detour
Environmental Defence Fund works on a number of initiatives to integrate environmental and equity goals
http://www.edf.org
Environmental Transport Association Trust (ETA), UK
http://www.eta.co.uk/
Forum on Automobile Issues in Japan (FAJ)
http://member.nifty.ne.jp/railway_ecology/
Institute for Sustainability and Technology Policy (ISTP), Murdoch University, Western Australia
Institute for Transportation and Development Policy (ITDP).
http://www.itdp.org
International Car Free Day Consortium:
http://www.ecoplan.org/carfreeday or
http://egroups.com/list/carfreeday/
Malaysia Transport discussion list:
http://www.egroups.com/group/malaysia-transport/
New Zealand Sustainable Transport Network Newsletter
http://www.eeca.govt.nz
Organisation for Economic Co-operation and Development (OECD), program devoted to Environmentally Sustainable Transport
http://www.oecd.org/env/trans
Phil Goodwin’s Inaugural Lecture ‘Solving Congestion’: via
http://www.ucl.ac.uk/transport-studies/
Surface Transportation Policy Project (STPP)
http://www.transact.org
SUSTRAN Network (the Sustainable Transport Action Network for Asia & the Pacific)
http://www.malaysiakini.com/sustran
SUSTRAN-DISCUS list:  
http://www.egroups.com/group/sustran-discuss

TransAct is a joint project of the U.S. Environmental  
Protection Agency’s Transportation Partners Program and  
the Surface Transportation Policy Project  
http://www.transact.org/

Transportation for Livable Communities  
http://www.tlnetwork.org

Transportation Alternatives represents the interests of  
non-drivers in New York City  
http://www.transalt.org

Tri-State Transportation Campaign (New York City area)  
http://www.tstc.org/

Union of Concerned Scientists Transportation Website  
http://www.ucsusa.org/transportation

World Transport Policy and Practice Journal  
http://www.ecoplan.org/wtp

Victoria Transport Policy Institute (VTPI)  
http://www.vtpi.org

GENERAL TRANSPORT  
Directory of Transportation Libraries and Information  
Centers  
http://ntl.bts.gov/tldir

European Local Transport Information Service, ELTIS  
http://www.eltis.org

Hong Kong Third Comprehensive Transport Study  
http://www.info.gov.hk/tp/

Institute of Transportation Engineers  
http://www.ite.org

International Roads Federation (IRF)  
http://web.eunet.ch/irf

Links to many transport-related sites  
http://www.its.leeds.ac.uk:8000/interesting-
transport.html#transportation_www_sites

Mobility Network Group  
http://www.mobility-net.com

Transport Research Laboratory, UK.  
http://www.trl.co.uk/

Transport Web  
http://www.transportweb.com

Transportation Association of Canada  
http://www.tac-atc.ca

Transportation Research Board homepage  
http://www.nas.edu/trb/index.html

TRIS (Transportation Research Board’s bibliographic  
database on transportation research)  
http://www.nas.edu/trb/about/tris.html

UTSG web page (for the utsg academic transport  
discussion list):  
http://www.its.leeds.ac.uk/utsg/

World Bank news and current events  

World Bank, listing of projects that have been approved  
by the World Bank’s Board  

World Transport Policy and Practice Journal  
http://www.ecoplan.org/wtp

PEDESTRIANS  
America WALKS coalition of walking advocacy groups  
http://www.webwalking.com/amwalks

National Bicycle and Pedestrian Clearinghouse  
http://www.bikefed.org/clear.htm

Pedestrian and Bicycle Information Center  
http://www.bicyclinginfo.org

Pedestrian Council of Australia  

"Perils for Pedestrians"  
http://www.pedestrians.org

Pednet, pedestrian issues discussion list:  
http://www.ottawalk.org/pednet/

Pednet’s International Pedestrian Lexicon  
http://user.itl.net/~wordcraf/lexicon.html

UK Pedestrians Association  
http://www.pedestrians.org.uk/

Walkable Communities, Inc.  
http://www.walkable.org

PUBLIC TRANSPORT  
International Union (Association) of Public Transport  
http://www.uitp.com/

Transport-Prof, e-mail group for professionals working in  
public transport in urban areas:  
http://www.kopke.net/list.

RURAL TRANSPORT  
I.T. Transport is an international consultancy specialising  
in transport for rural and urban development  
http://www.dial.webs.co.uk/itttransport/itt_home.html

Information and Advisory Service on Appropriate  
Technology - ISAT offers support for North-South  
transfer and South-South exchange of technological  
knowledge:  
http://gate.gtz.de/isat/HP_isat.html

International Forum for Rural Transport and Development  
http://www.gn.org/ifrd/
Transport Research Laboratory, UK.
http://www.trl.co.uk/

Wildland CPR works to reduce road building in wilderness areas
http://www.wildrockies.org

SAFETY AND HEALTH
RoadPeace is the United Kingdom’s national charity for road crash victims
http://www.roadpeace.org.uk

Royal Society for the Prevention of Accidents
http://www.rospa.com/roadsafe.htm

Vehicle Travel Speeds and Incidence of Fatal Pedestrian Collisions by the Australian Federal Office of Road Safety

TRAFFIC CALMING
"Slow Down You’re Going Too Fast" Community Guide to Traffic Calming
http://pti.nw.dc.us/task_forces/transportation/docs/trafcalm

David Engwicht communications. Traffic reduction tools
http://www.lesstraffic.com

Road Danger Reduction Forum
http://www.btinternet.com/~spokes/isitsafl.htm

Victoria Transport Policy Institute (VTPI)
http://www.vtpi.org

TRANSPORT DEMAND MANAGEMENT (TDM)
Association for Commuter Transportation
http://tmi.cob.fsu.edu/act/act.htm

Center for Urban Transportation Research provides TDM resources
http://cutr.eng.usf.edu

Environment Canada Green Lane program promotes Transportation Demand Management, etc.
http://www.ec.gc.ca/mission/5-1e.html

Green Transport Plans (by the UK DETR)
http://www.local-transport.detr.gov.uk/gtp/index.htm

Lincoln University Rideshare website
http://www.lincoln.ac.nz/rideshare

USEPA Commuter Choice Program
http://www.epa.gov/orcdizux/transp/comchoic/f98029.htm

Victoria Transport Policy Institute (VTPI)
http://www.vtpi.org

URBAN ISSUES - URBAN PLANNING
Center for Neighborhood Technology operates programs that address transportation, land use and housing issues in urban America
http://www.cnt.org/lem/opaframe.htm

Sustainable Communities Network
http://www.sustainable.org

Transit-Focused Development
http://www.peak.org/~jbs

United Nations Centre for Human Settlements (HABITAT)
http://www.unhabitat.org

Urban Environmental Management Online library:
http://www.soc.titech.ac.jp/uem/

Urban Management Programme - Asia
http://www.hsd.aist.ac.th

Audio-Visuals

To help us to list more items here in future, please tell us about any good audio-visual materials (videos, CD-ROMs, audio tapes, slide shows, photographs, image collections, computer programs, etc.) that are available on transport issues and where they can be ordered.

VIDEO "Save the City". Available from the International Association of Public Transport (UITP). Price 500 BEF (400 BEF for UITP members). This video shows how urban planning, integrated with an active transport policy, can Save the City. Success stories from around the world show how it can work.

About the SUSTRAN Network

The Sustainable Transport Action Network for Asia & the Pacific (the SUSTRAN Network) is dedicated to promoting transport policies and investments which foster accessibility for all; social equity; ecological sustainability; health and safety; public participation; and high quality of life.

The SUSTRAN Network is a loose network with a large number of participants in many countries around the world. The following groups and individuals came together in Manila in 1998 and formed the core membership or SUSTRAN Assembly. For more information email sustran@po.jaring.my or visit http://www.malaysiakini.com/sustran

International or Regional

SUSTRAN Resource Centre (Dr A. Rahman Paul Barter and Ms Sri Husnaini Sofjan in Malaysia)

Institute for Transportation & Development Policy (ITDP) (Dr Walter Hook in New York, USA)

Dato' Anwar Fazal (The Urban Governance Initiative (TU6I), UNDP, Malaysia and Sahabat Alam Malaysia)

Transport Working Group, International Forum on Urban Poverty (Mr Brian Williams of UNCHS, Nairobi, Kenya).

Ms Priyanthi Fernando (Executive Secretary, International Forum for Rural Transport and Development (IFRTD), United Kingdom)

Mr John Ernst (freelance research into sustainable transport in Asia, formerly with IIEC Asia, Bangkok)

Indonesia

Lembaga Pengembangan Inisiatif Strategis untuk Transformasi (LPIST) (Mr Abdul Hakim and Mr Dharmaningtyas)

Yayasan Lembaga Konsumen Indonesia (YLKI) (Ms Tini Hadad)

India

Swayam Shikshan Prayog (SSP) (Ms Prema Gopalan in Mumbai)

Centre for Science and Environment (CSE) (Ms Shefali Verma in Delhi)

Transport Research & Injury Prevention Program (TRIPP), Indian Institute of Technology (IIT) Delhi (Dr Rajeev Saraf)

People's Science Institute (PSI) (also represented by Dr Rajeev Saraf)

Save Bombay Committee (Mr Kisan Mehta and Ms Priya Salvi in Mumbai)

Dr Debasish Bhattacharyya (public transport campaigner in Calcutta)

Networks for Green Transport (Mr Mangee Min, Secretary General)

Korea

Networks for Green Transport

Malaysia

Sustainable Transport Environment Penang (STEP) (Mr Ganesh Rasagam)

The Philippines

Bayk Aksyon (Bike Action) (Mr Ramon Fernan and Ms Dazzle Rivera)

Citizens Alliance for Consumer Protection (CACP) (Mr Francis Joseph de la Cruz)

Green Forum (Mr Sam Ferrer and Mr Gil Reoma)

Mr Roberto Verzola (SURIAN and the Philippine Greens)

Co Multiversity/COTRAIN (Ms Fides Bagasao and Ms Luz Malibiran)

Alternative Planning Initiatives (Alterplan) (Ms Anna Maria Gonzales Biglangawa and Ms. Sylvia P.)

Thailand

Thailand Cycling Club (Dr Thongchai Panswad and Mr Vivat Songsasen)
Please send feedback

Name of the Respondent:

Position:

Name of the Organisation:

Focus of Work:

Regional focus of work:

Address:

Phone:
Fax:
Email:
Website:

Did you find the Action Guide useful?: Yes/No

Which sections or features of the Guide did you find most useful?

How have you used the Action Guide so far?

Which sections or features of the Guide did you find least useful?

Your comments on the structure of the Action Guide:

Your comments on the contents of the Action Guide:

Your suggestions for improvements or additions to future editions:

Please list any resource materials that you can send or recommend to assist in compiling future editions:

Send to: The SUSTRAN Network, P.O. Box 11501, Kuala Lumpur 50748, Malaysia.
Tel/Fax: +60 3 22742590, E-mail: sustran@po.jaring.my, Web: http://www.malaysiakini.com/sustran
Urban transport affects everyone who lives in or visits towns and cities. Transport affects equity, the local and the global environment. It can put a great stress of the budgets of cities and even nations. Therefore, community organisations, activists, journalists and decision-makers often feel the need to know more about the basics of urban transport and how it can be made more people-centred, more equitable and more sustainable. This book tries to make it easier to find out those basics.

Transport can often seem technical but this guide tries to demystify the issue. Transport planning has often been portrayed as something that must be left to the experts. However, at their root most transport decisions are political and they need to be in tune with a vision for the kind of towns and cities that we want.

The purpose of this guide is to introduce urban transport issues to a wider audience than just professional transport planners and experts. The focus of the guide is on cities and towns in Asia but most of the issues discussed here have a much wider application.