

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.

📖 Alinsky Saul D. Rules for Radicals: A Pragmatic Primer for Realistic Radicals. New York: Vintage Books, 1989.

📖 Bobo, Kim, Jackie Kendall, and Steve Max. Organizing for Social Change: A Manual for Activists in the 1990s. Cabin John, Md: Seven Locks Press, 1991.

📖 Katherine Beauchamp "Fixing the Government" Organising Manual
<http://www.geocities.com/CapitolHill/Lobby/1147/manual.html>

📖 Des 'Wilson "Citizen action: taking action in your community" (ISBN 0 582 89321 6).

"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.

Some Organising Tips

(adapted from Transport 2000 Streets for People network materials)

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.





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.



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.

Be persistent

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)

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.

This section will present some examples of transport campaigns and organisations from all over the world. We hope that some of these ideas and tactics might be able to help or inspire your group.

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 laws 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.

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

📖 "How Communities Organize Themselves - Stories from the Field-" Compiled by Kenneth Fernandes. [Available from the Asian Coalition for Housing Rights].

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

📖 Asian Coalition for Housing Rights (ACHR) newsletter, "Housing by People in Asia", No. 12, April 1999.

Meet Gopur, One of Jakarta's 5,000 Pedicab Drivers

A video documentary produced by Urban Poor Consortium (UPC) describes the life of Gopur, one of Jakarta's pedicab drivers, and looks at how the government's pedicab policy flip-flops have affected his life and the lives of thousands of others like him.

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 LPI ST 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.

NGOs involved in the Becak campaign include:

- Urban Poor Consortium (Konsorsium Kemiskinan Kota)
- Lembaga Pengembangan Inisiatif Strategis untuk Transformasi (Institute for the Propagation of Strategic Initiatives for Transformation) (LPI ST)
- YLKI (Indonesian Consumers' Association)
- and several others...

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.



CIVIL SOCIETY HELPS CHANGE WORLD BANK POLICY

✉ Institute for Transportation and
Development Policy (ITDP)

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.

Air Pollution Campaign by the Centre for Science and Environment (CSE)

📖 Agarwal, Anil, Anju Sharma and Anumita
Roychowdhury (1996) **Slow Murder: The deadly
story of vehicular pollution in India**. Centre for
Science and Environment (CSE), State of the
Environment Series No. 3.

CSE is a large environmental advocacy group and think-tank. 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.

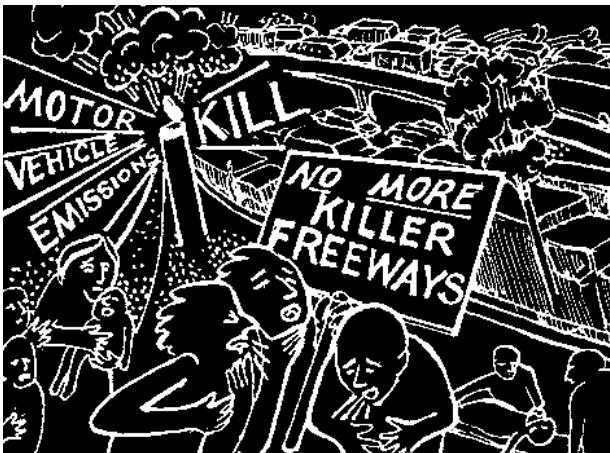
Mr Debasish Bhattacharyya (public transport campaigner, Calcutta)

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



☒ Ciudad Vida and the Coalition for a Fair Santiago:
<http://www.geocities.com/RainForest/Andes/1583/>

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.

Location decisions

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.



Green transport auditing service and Green Transport Plans

The United Kingdom Government is urging employers to adopt **Green Transport Plans** - there is a wealth of information on such plans at:
<http://www.local-transport.detr.gov.uk/gtp/index.htm>

For another example by a community organisation see Smogbusters' Way to Work scheme:
<http://powerup.com.au/~qccqld/smogbusters/waytowork>

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.

Individual actions

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.

Engwicht, D. (1999). **Street Reclaiming - Creating Livable Streets and Vibrant Communities**. (Contact: David Engwicht Communications; <http://www.lesstraffic.com>)

"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

30 km/h zone	Area in which vehicle speeds have to be kept to 30 km/h or less.
accident	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 "crash" instead, for example.
advanced stop line	reserved area for cyclists to wait ahead of other vehicles when all traffic is stopped at traffic light signal.
<i>Angguna</i>	Four-wheeled taxi-like vehicle in Surabaya that also has a tray-top at the back for a significant load of goods
<i>Angkut</i>	In Surabaya, paratransit microbus, fixed route, stop on demand service
Angle parking	Parking at an angle of between 0 and 90 degrees to the carriageway.
Area Licensing Scheme (ALS)	a form of traffic restraint implemented in Singapore; motorists must pay to enter the central area of the city
Articulated bus	can carry between forty and sixty passengers seated and a further forty to one hundred as standing passengers
ASEAN	Association of South East Asian Nations
Assignment	Calculation process where relationships from the departure/destination/matrix are converted into trips on a network.
at-grade	at surface level, ie. not bridges or subways
audible pedestrian signals (APS)	assist visually impaired pedestrians in crossing at locations controlled by traffic signals.
Auto rickshaw	In South Asia, one of the terms for motorised tricycle taxis.
Baby taxi	In South Asia, one of the terms for motorised tricycle taxis.
<i>Bajaj</i>	Indonesian motorised tricycle taxi
Barnes Dance	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.
<i>Beca</i>	Malaysian pedicab
<i>Becak</i>	Indonesian pedicab
<i>Bemo</i>	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
Benzene	a toxic, cancer-causing flammable liquid, C ₆ H ₆
Bicycle-crossing	A place where bicycles can cross a road
Bicycle-locker	A enclosed lockable space for the storing of a bicycle.
Black spot	Dangerous location. Black spot programs identify danger spots and take action
bollard	Short post embedded in the ground to indicate the line beyond which motor traffic cannot pass.
build-out	Narrowing of the carriageway constructed on one side of the road as an extension of the verge or footway. Also "bulb-out"



Bus-lane	Road or lane with one carriageway intended for public transport buses and other permitted vehicles.
Busways	Roadway for exclusive use of buses. Buses can be used in an operational format similar to most light rapid transit systems
<i>Calesa</i>	two-wheeled horse carriage, which is able to carry two passengers and a driver (cochero), still survives in downtown Manila.
capex	Extended pavements at public transport stops
Car sharing	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.
Carburettor	device that mixes air and gasoline in an internal combustion engine
Catalytic converter	device attached to the exhaust system that contains an emissions-controlling chemical catalyst
CBD (or city centre)	Central Business District. The usually high density, multi functional centre of the city. Often coinciding with the oldest parts of the city neighbouring areas.
Chicane	A traffic calming measure. Series of two or more build-outs on alternate sides of the road, but not opposite one another.
CKD kit	Completely knocked down kit - a vehicle imported for local assembly
CO	Carbon monoxide
CO ₂	Carbon dioxide
COE	Certificate of Entitlement - prospective vehicle buyers in Singapore bid for a limited number of COEs that allow them to purchase a vehicle.
Colorum	term used in the Philippines for unlicensed public transport vehicles
Compressed natural gas (CNG)	a way of storing natural gas to enable it to be used as a motor fuel
continuous pavements	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.
crosswalk	Crosswalk (North Am) = crossing (British). pedestrian crossing at ground level
cul-de-sac	a street closed at one end.
curb	curb (North Am) = kerb (British)
kerb extension	an area where the sidewalk and kerb are extended into the parking lane, usually in order to shorten pedestrian crossing distance.
curb-cut (North Am)	dips in sidewalks to make it less "jarring" for motorists. = dropped kerb (British)
Cycle-lane	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.
Cycle-ramp	Ramp at the side of a staircase, which provides cyclists with a way of moving bicycles up and down staircases.
Cycle-route	A route followed by a cyclist from departure point to the destination of a journey. Cyclists choose cycle-routes; highway-authorities provide cycle-routes.
Cycle-time (traffic-light sequence)	Time it takes for lights to change inclusive of missed phases for all directions of the traffic-control-system.
Cycling-facility	Facility especially constructed for bicycle-traffic.
Cycling-infrastructure	All infrastructure made use of by bicycle-traffic.
Cycling-network	Complete system of cycle-routes in a particular area.



dartout	Mid-block motor vehicle/pedestrian injury. This term should be avoided because it "blames the victim".
Decentral concentration	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.
Delivery capacity	The capacity during the green phase of traffic-light cycle.
Detour factor	Relationship between the shortest distance over the road and the straight line distance (as the crow flies).
Diesel engine	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
Dokar	two-wheeled pony cart in Indonesia
Double-deck bus	has a capacity for between seventy-five and one hundred seated passengers and between ten and fifty standing passengers
Drag coefficient	A measure of the "slipperiness" 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
entry treatment	traffic calming measure (physical or psychological) at entrance to street
Equity	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.
Exhaust gas recirculation (EGR).	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
footpath	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
Greenhouse gases	Carbon dioxide, methane, chloro-fluorocarbons, nitrous oxide, and human-made ozone, all of which contribute to the "greenhouse effect," or global warming.
ha	Hectare
HC	Hydrocarbons
High-occupancy vehicle (HOV)	Motor vehicle with 3 or more people in it.
HOV lane	Lane reserved for high-occupancy vehicles
hypothecation	(UK) dedication of (tax) monies to particular purposes. Also called ring-fencing (UK) or dedication (NA). eg, fuel tax increase hypothecated to local transport budget.
Inner city	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.
Internal combustion engine	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
<i>Jalan</i>	Malay and Indonesian for "street" - appears in many place names
jaydriving	term invented on the pattern of jaywalking to denote inattentive and inappropriate driving, failing to yield to pedestrians, etc
jaywalking	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.
<i>jeepney</i>	Paratransit minibuses of the Philippines. In Manila they operate on fixed routes but mostly stop on demand.



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
<i>kampung</i>	A Malay/Indonesian word for village which is also used to refer to urban low-income vernacular-style settlements
kerb (UK)	= curb (N. America)
<i>Kijang</i>	Toyota mini-van in Indonesia. Used as private cars, as goods vehicles and as public transport vehicles (eg, as <i>mikrolet</i>)
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	CH ₄ . 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
<i>mikrolet</i>	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



<i>Moto-dub</i>	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
NO ₂	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.
NO _x	Nitrogen oxides
<i>Ojek</i>	motorcycle or bicycle taxis in Indonesia
On-street parking	Includes parking on streets, squares and other public areas, whether or not in special bays.
<i>opelet</i>	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.
<i>Patas bus</i>	Air-conditioned premium bus services in Jakarta
pavement	Prone to confusion between North American and British usages. Pavement (Br) = sidewalk (N.Am), pavement (N.Am) = 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-borne 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, <i>jirikisha</i>	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	(NA) 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.
<i>samlor</i>	Motorised tricycles used as taxis in Bangkok (also called <i>tuk-tuk</i>)
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.
<i>silor-lek</i>	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
SO ₂	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.
<i>Tamaraw FX</i>	Philippine model of Toyota mini-van (similar to Indonesia's <i>Kijang</i>) 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
<i>Tonga</i>	Horse-pulled taxi in South Asia
traffic calming	From German <i>verkehrsberuhigung</i> . 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)



Transit-oriented design (or development) (TOD)	Urban design and urban development guidelines and policies for maximising the compatibility of the built form with public transport
Transport	All aspects of movement in the city, including movement on foot and movement of freight.
Transport Demand Management (TDM)	Wide range of policies aimed at keeping travel demand within acceptable limits
Travel	Personal distance covered regardless of mode or trips.
tricycle	In the Philippines, motorcycles with sidecar used as short-haul taxis
Trip	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.
trishaw	a pedicab
<i>Tuk-tuk</i>	Colloquial term for motorised tricycle taxis in Thailand
Two-stroke engine	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.
uncontrolled crossing	Place for pedestrians to cross, not controlled by traffic light signals.
VKT	Vehicle kilometres of travel - a measure of the total amount of traffic in a network
Volatile Organic Compounds (VOCs)	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.
walk trip	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.
walking bus	children picked up on journey to school and accompanied as group on fixed route according to timetable
walking distance (maximum)	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.
walkway	pedestrian facility, whether in the public right-of-way or on private property, which is provided for the benefit and use of the public.
warrant study	Guidelines and thresholds for deciding if a piece of infrastructure is warranted. Warrant count - count (eg of pedestrians) to decide if a facility is "warranted". 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 "warrant" a crossing.
<i>woonerf</i>	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').

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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Fax: 1 215 386 1270, Email: hirsch@igc.org

UK Pedestrians Association

<http://www.pedestrians.org.uk/>

Road Safety and Health

Prof. Dinesh Mohan

Transport Research & Injury Prevention Programme (TRI PP),
Room 111-299, Indian Institute of Technology
New Delhi 110 016, India
Tel: (91 11) 686 1977 ext.3161, Fax: (91 11) 6858703
Email: dmohan@cbme.iitd.ernet.in or trippdelhi@hotmail.com
Research on road safety issues specific to low-income countries. Also sustainable transport research and advocacy.

Assoc. Professor Radin Umar.

Road Safety Research Center,
University Putra Malaysia, Serdang 43400,
Selangor, Malaysia
Email: Radinumx@eng.upm.my
Research on road safety in Malaysia. Expert on motorcycle safety.

Equity, Poverty and/or Gender issues

Urban Poor Consortium (Konsorsium Kemiskinan Kota)

Billy Moon Blok H-1 /7 Jakarta 13450
Phone/Fax: 62.21.8642915, e-mail: upc@centrin.net.id
Urban Poor Website: <http://welcome.to/urbanpoor>

Ms Fides Bagasao,

Urban Poor Associates and Co-Train
80 - A. Malakas Street, Brgy. Pinyahan,
Quezon City, Philippines
Tel: (63 2) 926 6755, Fax: (63 2) 927 7001
Email: sanayan@mnl.sequel.net or sanayan@info.com.ph

Citizens' Coalition for Economic Justice (CCEJ)

Contact: Jae Hyun Yoo
25-1 Chongro 5-ga, Chongro-Gu, Seoul 110-125, Korea
Tel: 82 2 741 7961 to 5, (D) 745 4501,
Fax: 82 2 745 8006, 765 9861

Lembaga Pengembangan Inisiatif Strategis untuk Transformasi (LPIST)

Contacts: Mr. Abdul Hakim, Mr. Darmaningtyas,
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Email: lpist@indo.net.id
Social justice, social reform issues and becak campaign

Dazzle Rivera

Women and Development Program
College of Social Work and Community Development
University of the Philippines,
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Tel: 920-5301 (U.P), 632-430-4207, or 430-4227
Email: emc231@wtouch.com.ph

Rural Transport and Development

International Forum for Rural Transport and Development (IFRTD)

Ms Priyanthi Fernando (Executive Secretary)
c/- ITDG, New Premier House (2nd floor),
150 Southampton Row, London WC1B 5AL, UK
Tel: 44-171-278-3670, Fax: 44-171-278-6880
Email: ifrtd@gn.apc.org, URL: <http://www.gn.apc.org/ifrtd>
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.

Ms Nasreen Khan

Transport, Communications & Tourism Division,
UN-ESCAP,
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Email: khann.unescap@un.org
Rural transport projects, especially in Laos.

Philippines National Forum on Rural Transport Contact: Mr

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Sri Lanka National Forum on Rural Transport

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Mr Dieter Schelling

Rural Transport Adviser
 Transport, Water and Urban Development
 The World Bank, 1818 H St, N.W.,
 Washington, DC 20433, USA
 Email: dschelling@worldbank.org

Access for People with Disabilities**Access Exchange International**

Contact: Mr Tom Rickert
 112 San Pablo Avenue, San Francisco, CA 94127-1536, USA
 Tel: 1 415 661 6355, Fax: 1 415 661 1543
 Email: globalride-sf@worldnet.att.net
US-based, advocacy for better access to transport for disabled people world-wide. Produces a newsletter on the issue.

Social Development Division, UN-ESCAP

Contact: Ms SAN Yuenwah
 Rajadamnern Nok Avenue, Bangkok 10200, Thailand
 Fax: 66 2 288 1030, Tel: 66 2 2881550
 Email: san.unescap@un.org
Working on access issues for people with disabilities.

Environment**A SEED Europe**

Frank van Schaik,
 Transport Campaign Coordinator
 frank@aseed.antenna.nl

Atmosphere Action Network for East Asia (AANE)

c/o The Conservancy Association,
 7B Capri Building, 130 Austin Road,
 Tsim Sha Tsui, Hong Kong

Centre for Science and Environment (CSE)

Contact: Ms Anumita Roychowdhry or Ms Shefali Verma
 41 Tughlakabad Institutional Area,
 New Delhi 110-062, India
 Tel: 91 11 698-1110, 698-1124, 698-3394, 698-6399,
 Fax: 91 11 698 5879
 Email: cse@cseindia.org, URL: www.cseindia.org
Recently published a major report on vehicular air pollution in Indian cities and launched an associated campaign.

Bombay Environmental Action Group

Debi Goenka
 4 Kurla Industrial Estate,
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 Tel: 91-22-570063820, Fax: 91-22-5701459
 Email: debi@ilbom.ernet.in

Environmental Protection Society of Malaysia (EPSM)

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 Email: cetdem@po.jaring.my

Greenpeace International

Keizergracht 176, 1016 DW Amsterdam, The Netherlands
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Institute for Global Futures Research (IGFR)

P.O. Box 263E, Earlville, QLD 4870, Australia.
 E-mail: igfr@peg.apc.org
The IGFR produces a twice-monthly journal (Global Futures Bulletin) disseminated via e-mail to all its members and subscribers.

Regional Institute of Environmental Technology

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 3 Science Park Drive, PSB Annex (Science Park)
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 Email: farheen@riet.org.sg

Green Forum Philippines

Contacts: Mr Sam Ferrer and Mr Gil Reoma
 14 Mabait St., Teachers Village, Diliman
 Quezon City, Philippines.
 Fax: 632-925-3739, Email: greenfm@phil.gn.apc.org
National coalition of NGOs, POs/CBOs, Church groups and cause-oriented groups working for sustainable development, social equity and the environment.

Green Korea

Contact: Mr Sangmin NAM
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 Email: environ@chollian.dacom.co.kr

PARI SAR

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Pelangi Indonesia

Policy Research for Sustainable Development
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Philippine Greens

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Saviya Development Foundation

Winston de Silva (Chairman)
24/A Wewelwala Rd, Galle, Sri Lanka
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Email: sdf@sri.lanka.net

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

WaterWatch Asia

Abdur-Razzaq Lubis, Coordinator
c/o 120 Armenian Street, 10200 Penang, Malaysia
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E-mail: lubisksn@tm.net.my
WaterWatch Asia facilitates information exchange and advocacy to promote community water monitoring of water resources and management.

Consumers' Issues**Citizens Alliance for Consumer Protection (CACP)**

Mr Francis Joseph C. de la Cruz (Exec. Officer)
15 D. 16 Casal Bldg, Anonas Rd.
Bgy. Quirino 3-A, Quezon City 1101, Philippines
Tel: 63-2-433-3073, Fax: 63-2-433-3046
Email: cacp@surfshop.net.ph

Consumers International

Regional Office for Asia the Pacific (ROAP)
Contact: Ms Josie Zaini
PO Box 1045, 10830, Penang, Malaysia
Tel: 60 4 229 1396, Fax: 60 4 228 6506
Email: ciroap@pc.jaring.my

Yayasan Lembaga Konsumen Indonesia (YLKI)

(Indonesian Consumers Organisation)
Ms. Suhartini Hadad (Chairperson)
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Jakarta 12760, Indonesia
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Human Settlement Issues**Alterplan**

Ms Anna Maria Gonzales Biglang-awa
(Executive Director)
4th Fl., Puno Bldg., Diliman, Quezon City,
Philippines 1100
Tel: 63-2-435-0331, Fax: 63-2-927-9665
Email: amaria@phil.gn.apc.org, alterplan@phil.gn.apc.org

Asia and West Pacific Network for Urban Conservation (AWPNUC)

Ms Khoo Salma Nasution (Coordinator)
c/o Penang Heritage Trust, 19 Kelawei Road,
10250 Penang, Malaysia
Tel: 604- 2620 123, Fax: 604 - 2633 970
Email: lubisksn@tm.net.my

Preservation of urban heritage in the region. Highly aware of linkages with transport issues and keen to network more widely on this.

The Urban Governance Initiative (TUGI)

Dato' Anwar Fazal and Ms Sri Husnaini Sofjan
Wisma UN Block C, Kompleks Pejabat Damansara
Jalan Dungun, Damansara Heights
50490 Kuala Lumpur, Malaysia
Tel: 603-255-9122 ext. 2213, Fax: 603-253-2361
Email: srihusnainis@hotmail.com, umpap@po.jaring.my
This project of the UNDP has been a focal point for the development of many community initiatives and networks addressing urban issues in the region. Under its previous incarnation, Asia Pacific 2000, it provided a seed grant in 1995 for the formation of the SUSTRAN Network's secretariat and provided administrative support.

Asian Coalition for Housing Rights (ACHR)

Contact: Mr Maurice Leonhardt
19/111 Soi Sonthiwattana 4, Ladprao 110, Ladprao Rd,
Bangkok 10310, Thailand
Tel: 662-5380919, Fax: 662-5399950
Email: achrsec@email.ksc.net
ACHR played a role in the formation of the SUSTRAN network in 1995.

Bangkok Forum

Mr Chaiwat Thirapantu (Coordinator)
No.65/1 2nd Floor, Pridi Banomyong Institute Bldg,
Sukhumvit 55, Prakanong, Bangkok 10110, Thailand
Tel: 66 2 712 7395 - 6, Fax: 66 2 712 7396
Email: chaiwatt@mozart.inet.co.th

CITYNET

5th Floor, International Organisations Center, Pacifico -
Yokohama, 1-1, Minatominae, Nishi-ku, Yokohama 220, Japan
Tel: 81-45-2232161, Fax: 81-45-2232162
Email: citynet@po.ijnet.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), of the Habitat International Coalition (HIC)

Mr Malick GAYE (Coordinator)
c/o Enda TM/Rup, BP. 3370 Dakar, Senegal
Tel: (221) 22 09 42, Fax: (221) 23 51 57
Email: rup@enda.sn

Save Bombay Committee

Mr. Kisan Mehta (President)
620 Jame Jamshed Road,
Fourth Floor, Dadar East, Mumbai 400 014, India
Tel: 91-22-414-9688, Fax:91-22-415-5536
Email: kisansbc@bom5.vsnl.net.in
Save Bombay Committee is active on a number of transport-related campaigns in the city.



Sevanatha - Urban Resource Centre

Mr H.M.U. Chularathna (Director)
220/3 Nawala Rd, Rajagiriya, Sri Lanka
Tel: 941-862 148, Fax: 941-850 223
Email: sevanata@sri.lanka.net

Mr Kirtee Shah

President, Habitat International Coalition,
c/o ASAG - Ahmedabad Study Action Group
Dalal Building, Behind Capri Hotel, Relief Rd,
Ahmedabad 380 001, India
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Email: ksa.dps@gm1.sprintrpg.ems.vsnl.net.in

SPARC (Society for the Promotion of Area Resource Centres)

Ms Sheela Patel (Director)
P O Box 938, Mumbai 400 026, India
Tel: 91 22 283 6743, Fax: 91 22 285 1500
Email: admin@ssp.ilbom.ernet.in
Participates in various housing and transport related community organising projects. An active SUSTRAN participant.

Swayam Shikshan Prayog (SSP)

Contact: Ms Prema Gopalan (Senior Project Coordinator)
5th Floor, CVOD High School, Samuel St.
Dongri, Mumbai 400009, India
Tel: 91-22-378-0730, Fax: 91-22-373-0000
Email: premag@bom5.vsnl.net.in
A network of low-income women, very interested in the transport issues affecting them and active in SUSTRAN.

Urban Conservation Resource Center (UCRC)

Sheila Maria Conejos
Pad 20A Tres Borces Padres Street, Mabolo, Cebu City,
Philippines 6000
Email: ucrc@hotmail.com or smaconejos@rocketmail.com
Transport related issues been involved pedestrianization, traffic calming, transport/land use planning and management of the downtown area of Cebu City, Philippines.

Urban Resource Centre (URC), Karachi

Mr Muhammad Younus (Coordinator)
3/48 Mualimabad Housing Society,
Jamal uddin Afghani Road, Karachi, Pakistan
Tel: 92 21 455 9275, Fax: 92 21 444288
Email: urc@inet.com.pk
Web: <http://www.urb.org.pk>
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.

Sustainable Madras Project

Mr. Gangadhar Rao Dattatri
Urban Planner and Project Adviser
UNCHS Information Office
5th Floor, MMDA Building, 8 Gandhi Irwin Road
Egmore Chennai 600 008, India
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Email: unchssp@md2.vsnl.net.in

YUVA Urban Resource Centre

Mr Minar Pimple (Director)
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Mumbai 400 004, India
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Fax: 91 2044223/ 91 2088348
Email: yuva@giasbm01.vsnl.net.in
YUVA is also secretariat for a regional network of Urban Resource Centres (Contact: Alpa Vora and Gomathy)

Transport Research**Prof. Robert Cervero**

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Public transport, Transit-oriented urban design, paratransit

Dr Harry Dimitriou

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Email: h.dimitriou@ucl.ac.uk
Urban transport in developing countries.

Prof. Mark Diesendorf and Ria Hutabarat

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Fax: 45 46 32 19 99
E-mail: maria.figueroa@risoe.dk,
<http://www.risoe.dk/sys-ucc/>
Transport and environment in developing countries.

IHE Delft

Contact: Jan H. Koster
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IHE is an institute for international post-graduate education, research and training in the fields of transport, water and the environment. Yearly short courses on Urban Mobility and Non-motorised Transport and on Labour-based Road Engineering.



Prof. INAMURA Hajime

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Dr Jeff Kenworthy and Prof. Peter Newman

Institute for Science & Technology Policy,
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Dr Chiaki Kuranami

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Research into transportation economic analysis, particularly full-cost accounting and evaluation of alternative travel modes.

Dr Luu Duc Hai

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Urban transport in Vietnam, especially NMVs.

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Urban transport in developing countries

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*Regularly updated and comprehensive bibliography on Sustainable Urban Travel at:
<http://omni.ac.uk:8099/LCZHMC/bibs/sustrav>*

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Transport in developing countries.

Prof. V. Setty Pendakur

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<http://www.interchg.ubc.ca/plan/scarp.html>
Research on transport in developing countries. Chair of Transport Research Board (TRB) Committee (A5013) on "NMT and Related Issues in Developing Countries".

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Research on NMT

Mr Ganesh Rasagam

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Research on sustainable transport.

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Research on Sustainable transport policies in Delhi.

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Sustainable urban transport in developing countries, especially India.

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Sustainable transport in Manila.

Chris Yewlett

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International Agencies and their Critics

Asian Development Bank

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Sustainable and people-centred transport expert in UNCHS, Nairobi. Key organiser of transport-related events at the Habitat II conference in Istanbul in 1996 and at the Forum on Urban Poverty in Florence in 1997. Former consultant to Asia Pacific 2000 on the formation of SUSTRAN in 1995.

CEE Bankwatch Network

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Sustainable Transport in Central and Eastern Europe

NGO Working Group on the ADB

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Email: ngowgadb@philonline.com.ph, ocampom@philonline.com.ph, puabeth@philonline.com.ph
Monitors ADB activities and lobbies for a more sustainable and poverty-focussed approach.

OECD Environment Directorate**Environmentally Sustainable Transport program**

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Mr Jonas Rabinovitch

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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, M6G 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

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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.ax.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.ax.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



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.uitp.com/>

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

International Forum for Rural Transport and Development
<http://www.gn.apc.org/ifrtd/>

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

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

SUSTRAN-DISCUSS list:
<http://www.egroups.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/ta/t2/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>



ENVIRONMENT

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:
<http://www.environment.gov.au/portfolio/epg/smoggy/smogbusters.html>
<http://www.powerup.com.au/~qccqld/smogbusters>,

Smogbusters New South Wales
<http://www.nccnsw.roq.au/transport>

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/docr/EJ.HTM> and
<http://www.fhwa.dot.gov/environment>

Victoria Transport Policy Institute (VTPI)
<http://www.vtppi.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/navig.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
<http://www.istp.murdoch.edu.au/istp.html>

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-DI SCUSS 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.tlcnetwork.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/wtpp>

Victoria Transport Policy Institute (VTPI)

<http://www.vtppi.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/tb/>

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

<http://www.worldbank.org/html/extldr/current.html>

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

<http://www.worldbank.org/html/extldr/loanapp.html>

World Transport Policy and Practice Journal

<http://www.ecoplan.org/wtpp>

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

<http://www.ozemail.com.au/~walking/>

"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/ittransport/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.apc.org/ifrtd/>



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

<http://www.dot.gov.au/fors/index.htm>

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/isitsaf1.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/emission/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/apafame.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.ait.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.

VIDEO: "Curitiba: City of the Future?" Produced by Francis Dobbs. 1995. Available from World Bank publications. NTSC version: ISBN 0-8213-2784-4 / Stock No. 12784; PAL version: ISBN 0-8213-2785-2 / Stock No. 12785. 12 minutes / \$14.95. Focuses on the city's innovative public transportation system, garbage recycling program, and large number of trees, parks and green spaces.



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 Assembly

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 (TUGI), 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)

Korea

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

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 (SURI AN and the Philippine Greens)

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

Alternative Planning Initiatives (Alterplan) (Ms Anna Maria Gonzales Biglang-awa and Ms. Sylvia P.)

Thailand

Thailand Cycling Club (Dr Thongchai Panswad and Mr Vivat Songsasen).



Please send feedback

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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>

TAKING STEPS: A Community Action Guide to People-Centred, Equitable and Sustainable Urban Transport

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 on 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.

Published by the Sustainable Transport Action Network for Asia and the Pacific (the SUSTRAN Network) with funding from the Royal Netherlands Embassy in Kuala Lumpur, Malaysia.

The SUSTRAN Network

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