

# Table of Contents

<b>Table of Contents</b>	<b>ii</b>
<b>What is this action guide all about?</b>	<b>1</b>
<i>The purpose of the action guide</i>	1
<b>Basic principles of people-centred, equitable and sustainable transport</b>	<b>2</b>
<i>Ten Steps Towards More Sustainable and People-Centred Transport</i>	2
<i>Visions and Choices</i>	4
<i>The Purpose of Transport: Mobility or Accessibility?</i>	5
<i>The Old Mobility Approach</i>	5
<i>The Purpose of Cities</i>	6
<i>The Accessibility Approach to Transport Planning</i>	6
<i>Comparing Transport Modes</i>	7
<i>How Urban Transport Works: An Introduction</i>	8
<i>Congested traffic moves slowly</i>	8
<i>Fast moving traffic requires more space than slow traffic</i>	8
<i>A Congestion Paradox</i>	9
<i>"Build it and they will come": traffic quickly fills new road capacity</i>	9
<i>"Now you see it, now you don't": traffic evaporation</i>	10
<i>Peak period congestion is inevitable... unless...</i>	10
<i>"Running to stand still": transport and the shape of cities</i>	11
<i>"Time pollution" and the illusion of speed</i>	11
<i>Transport modelling and predictions</i>	12
<i>Market Failures in Transport</i>	13
<b>The state of Asian urban transport</b>	<b>15</b>
<i>A brief history of transport in Asian cities</i>	15
<i>The current state of urban transport in Asia</i>	20
<b>Why worry about urban transport?</b>	<b>23</b>
<b><i>Social Equity</i></b>	<b>23</b>
<i>Transport problems of the poor</i>	23
<i>Physical Displacement</i>	24
<i>Women and transport</i>	25
<i>Children's Mobility</i>	27
<i>Access and mobility for the frail and people with disabilities</i>	28
<b><i>Health and Safety</i></b>	<b>28</b>
<i>Traffic kills</i>	28
<i>Air pollution and health</i>	30
<i>Noise</i>	32
<i>Dangers of a sedentary lifestyle</i>	32
<i>Road rage</i>	33
<b><i>Quality of life and community</i></b>	<b>33</b>
<i>Severance of communities</i>	33



---

## Taking Steps

<i>Space invasion</i>	34
<i>Destruction of built heritage</i>	35
<i>Crime</i>	35
<b><i>Economy and low cost</i></b>	<b>36</b>
<b><i>Ecological Sustainability</i></b>	<b>37</b>
<i>Before the car hits the road</i>	37
<i>Green space and habitat loss</i>	38
<i>Water pollution</i>	38
<i>Demand for Fossil Fuels</i>	39
<i>Finding and Transporting Oil</i>	39
<i>Air pollution</i>	40
<i>Global Warming</i>	40
<i>Vehicle disposal</i>	42

## Where next? Moving towards better urban transport 43

<b><i>Introduction</i></b>	<b>43</b>
<b><i>Feet First and Pedal Power</i></b>	<b>44</b>
<i>Pedestrians and pedestrian rights</i>	44
<i>Traffic calming</i>	46
<i>Road Danger Reduction</i>	49
<i>Bicycle policy</i>	50
<i>In defence of pedicabs</i>	53
<b><i>Public Transport Priority</i></b>	<b>53</b>
<i>Speeding buses with on-road priority</i>	54
<i>Urban rail</i>	54
<i>Encourage diversity: legitimate role for jitneys</i>	55
<i>Integration</i>	56
<i>Budget priorities and the subsidy question</i>	57
<b><i>Urban Planning and Land Use</i></b>	<b>58</b>
<i>The Compact City</i>	58
<i>Retail location as a transport policy tool</i>	60
<i>Business location as a transport policy tool</i>	60
<i>Housing location as a transport policy tool</i>	61
<i>In praise of land-use mixing</i>	61
<i>Housing for the poor</i>	61
<i>Urban Heritage Protection</i>	63
<b><i>Transport Equity and Justice</i></b>	<b>63</b>
<i>Gender</i>	63
<i>Informal sector</i>	63
<i>Access for people with disabilities</i>	65
<b><i>Transport Demand Management (TDM)</i></b>	<b>66</b>
<i>TDM examples</i>	67
<i>Can Road Pricing Ever Be Popular?</i>	69
<i>Equity issues in TDM and pricing policy</i>	69
<i>Moving costs from up-front into usage costs</i>	70
<b><i>Public participation, transparency and good governance</i></b>	<b>71</b>
<b><i>Motorcycles</i></b>	<b>73</b>
<b><i>Goods traffic</i></b>	<b>73</b>



<b>Beware False Solutions</b>	<b>75</b>
<i>Clean fuels and clean vehicles - essential but not a panacea</i>	76
<b>What can we do?</b>	<b>78</b>
<b>Action by community organisations</b>	<b>78</b>
<i>Some Organising Tips</i>	78
<i>Transport campaign examples</i>	81
<b>Action by employers and businesses</b>	<b>84</b>
<b>Individual actions</b>	<b>85</b>
<b>Tools for action</b>	<b>86</b>
<b>A to Z of urban transport terms</b>	<b>86</b>
<b>Directory of key contacts</b>	<b>94</b>
<i>General - People-Centred and Sustainable Transport</i>	94
<i>Bicycles/NMVs</i>	95
<i>Public Transport</i>	96
<i>Pedestrians</i>	97
<i>Road Safety and Health</i>	97
<i>Equity, Poverty and/or Gender issues</i>	97
<i>Rural Transport and Development</i>	97
<i>Access for People with Disabilities</i>	98
<i>Environment</i>	98
<i>Consumers' Issues</i>	99
<i>Human Settlement Issues</i>	99
<i>Transport Research</i>	100
<i>International Agencies and their Critics</i>	102
<b>Selected Resources and Readings</b>	<b>103</b>
<i>Periodicals</i>	103
<i>Books, Reports and Articles</i>	103
<i>Internet resources</i>	112
<i>Audio-Visuals</i>	116
<b>About the SUSTRAN Network</b>	<b>117</b>
<i>The SUSTRAN Assembly</i>	117
<b>Please send feedback</b>	<b>118</b>



# What is this action guide all about?

## The purpose of the action guide



*Demystifying urban transport*

*Impacts of urban transport fall heavily on people who are already disadvantaged.*

*Involve communities in transport planning*



Les Robinson (in *Winning Back the Cities* by Newman and Kenworthy with Robinson)

*Your comments welcome*

The purpose of this guide is to introduce urban transport issues to a wider audience than just professional transport planners and experts.

Many community organisations, journalists and decision-makers need to have some awareness of the basics of urban transport. 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.

In most countries of Asia and the Pacific the social and environmental impacts of transportation are escalating. These impacts fall most heavily on people who are already disadvantaged, such as people living in poverty, people with disabilities, those with insecure housing rights, women, people living in inaccessible areas. Current transport priorities neglect the large proportion of the population in Asian cities who depend on non-motorised transport (NMT) and public transport.

Traditional approaches to transport planning usually distrust community involvement and insist that transport is a technical matter to be left to the experts. **Communities, organisations and individuals CAN take action on the issue.** Unless there is an effort to involve poor communities, pedestrians, bus riders and non-motorised vehicle (NMV) users in transport planning, only the voices of motorists and big business will be heard.

There is an urgent need to build capacity among communities, community organisations, and non-governmental organisations to address transport issues. Such groups need help to:

- 1) **assert their right to have a say on transport issues;**
- 2) **gain a basic understanding and access to information so as to be able to exercise their say;**
- 3) **know where to turn for advice, more information, or for contacts on specific transport issues.**

Comments, suggestions and corrections from readers and users are most welcome to help us with future updates of this Guide. We welcome relevant material, experiences, links, stories, contacts - anything that can make this guide more relevant and useful. See the end of the book for a feedback form.



## Visions and Choices

*A slide into a traffic-saturated future would be all too easy but this can be avoided.*



Bangkok traffic.. Photo: Barter

*Traffic-saturated Asian cities are not difficult to find, especially in middle-income countries*

***Wrong priorities hurt low-income cities as well as middle-income and high-income cities***

### ***Visions of people-centred and sustainable urban transport***

*"I like to picture an imaginary city where children can go about safely, where smog is something of the past, and where, nonetheless commerce is thriving. A city that is quiet, but fully alive." By Gijs Kuneman, T&E*

*Many real cities around the world are living examples of the benefits of making a clear decision to choose sustainable and people-centred transport.*

**Cities do have choices** about their long term transport patterns and systems they want – they do not just have to follow the trends towards traffic chaos.

Most cities in Asia and the Pacific are not yet hopelessly addicted to private cars. They have mostly not yet built themselves around the needs and convenience of motorists.

It is easy to imagine a city that where roads and vehicles seem to be everywhere. A city where shops, schools and parks are far apart and require a car to reach them. Where roads act as barriers between communities. Where traffic dominates the streets making them difficult to cross. Where walking and cycling are unsafe and unpleasant. Where public transport is infrequent and hard to get to. Where air pollution is a visible, pungent health hazard. Where honking and road rage are the main forms of social exchange.

Traffic-saturated cities are becoming reality in certain parts of Asia, including in countries with relatively low-incomes. Kuala Lumpur has massively invested in expressways while conditions for walking, cycling and buses have deteriorated. Bangkok, Jakarta, Surabaya and Manila have been quickly saturating with cars and motorcycles. High-density cities can quickly become traffic disasters with even a small rise in car and motorcycle ownership.

An overemphasis on private vehicles plagues many low-income cities too. Some cities where the vast majority of the population cannot afford a motorcycle or a car are plunging large parts of their budgets and precious foreign assistance into infrastructure that will primarily benefit private car users. Meanwhile buses remain hopelessly overcrowded and facilities for pedestrians and cyclists are almost non-existent.

**Imagine your city** as a place where it is pleasant and safe to walk to shops, parks and schools. Where streets are safe to cycle on, cross or even for children to play on. Where work is not far away or is easily reached by bus or light rail. Where it is safe to bicycle or take a pedicab to the nearest light rail station or bus interchange. Where buses move quickly in bus lanes and get priority at traffic lights. Where you do not have to shout over traffic noise to have a conversation.

Such cities are not theory. They are reality in many places and at various levels of wealth. Curitiba in Brazil is the most famous example from the South of a city that has had great success in taming cars, promoting public transport, pedestrianisation, integrating land-use patterns with public transport and in creating a livable urban environment.

In Asia, Singapore, Hong Kong, Tokyo and Seoul are cities that have



# The state of Asian urban transport

Cities vary enormously in their urban transport systems.

*Even within Asia there are great differences between the transport situation in different countries.*

Japanese cities, where bicycles, urban rail and cars are all important, are in contrast with Vietnamese cities where motorcycles are now the number one mode of transport, or Chinese cities where bicycles dominate. In Hong Kong public transport is most important and this contrasts with Malaysian cities where cars and motorcycles now dominate travel and with Indian cities with their wide range of motorised and non-motorised transport types.

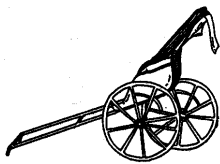
## A brief history of transport in Asian cities

We sometimes forget that, whatever their current situation, every city has gone through great changes in its transport patterns over the course of this century. And change will certainly continue. This variety can remind us that the way our cities are now is not inevitable and that the future patterns depend on choices that we make.

### Walking cities

In the late 19th century, the urban transport needs of the Asian cities were largely satisfied by walking. Other modes were poorly developed at that time (except water transport in some cities, like Bangkok) and most cities were small and compact.

### Hand-pulled rickshaws



The first relatively affordable alternative to walking in many Asian cities arrived in the last decades of the 19th century when hand-pulled rickshaws began to appear. Hand-pulled rickshaws are two-wheeled vehicles pulled by a man and able to carry two passengers. These were apparently invented in Japan in the 1860s (named *jinrikisha*). They reached a peak in around 1900 in Tokyo and in the early 1920s in Hong Kong, Singapore, Kuala Lumpur and Bangkok.

### Pony cabs

Horse-pulled vehicles offered taxi-like services in many Asian cities in the first half of this century (and earlier) but seem to have been most numerous in the Philippines (where they are known as *Calesa*) and in Indonesia (*Andong* or *Dokar*). In these places, hand-pulled rickshaws were not numerous.

### The first bicycle influx



Surabaya, early 20<sup>th</sup> Century. Duparc (1972)

Bicycles had become popular in the West from the 1890s but they were initially expensive in Asia and few in numbers. However, Japan developed its own bicycle industry and they rapidly became widely used there. In other Asian countries in the 1920s, bicycles were still expensive and so were initially used by middle-income people. By the 1930s they were numerous in many Asian cities, giving concern to tram operators about the competition.



***Income is not the only explanation for different transport systems***



Cycling is popular in wealthy Japan. Photo: Barter

***Diversity in Asian Urban Transport***

***A joke from Bangkok:***

*At the height of the economic boom in 1995 a wealthy business tycoon is travelling along a busy street in Bangkok. She notices a friend walking in the same direction. Pulling over she calls out, "Hey, do you want a lift?" The pedestrian friend looks at the car and the traffic situation and replies, "Sorry, not today. I'm in a hurry."*

***Asian Cities = Dense Cities***



Part of Seoul. Photo: Barter

are being disadvantaged. These spending patterns not only neglect, but actually displace, non-motorised transport and reduce the variety of public transport options.

It is widely recognised that rising income levels can unleash the **potential** for high levels of vehicle use. High levels of vehicle use are not possible in very low-income cities where vehicles are not affordable to most people. However, it must not be taken for granted that increasing incomes will inevitably cause more and more private vehicle travel. Around the world, high-income cities vary enormously in their levels of vehicle usage.

**Many rich cities in Asia and elsewhere have successfully nurtured cycling and public transport.** Some of the most modern and economically successful cities in Asia, such as Singapore, Tokyo, Hong Kong and Seoul, have placed public transport planning and development ahead of planning for cars.

Japanese cities have also created an environment in which cycling is flourishing. Singapore is now also making an effort to promote cycling. Some of Europe's richest countries, such as Denmark, Switzerland and the Netherlands, have also made great efforts to promote and protect urban cycling and public transport.

We have looked at the average transport situation in Asia but it should not be forgotten that there are very wide variations between different cities across the continent. The situation ranges from the expressways and high-speed car and motorcycle traffic in Kuala Lumpur to Mumbai where most people walk or use public transport. Singapore with its strict control of cars and focus on public transport contrasts with extremely congested situation in Bangkok. Hong Kong with very high use of public transport contrasts with Taiwanese and Vietnamese cities with their very high motorcycle ownership. Dhaka is dominated by pedicabs and Manila has very high levels of jitney use (in the form of its famous "jeepneys"). Tokyo is the most rail-oriented city in the world and most people know that many Chinese cities still have the highest levels of bicycle usage in the world.

**Since transport and patterns of urban land-use are so interconnected, all cities must make sure to plan their transport in harmony with the realities of their city's actual form.**

Appearances can be deceptive. Many developing Asian cities have a low-rise urban form, with a large proportion of the population living in informal settlements. But the population densities of these cities (within their built-up areas) are typically between 100 and 250 people per hectare.



# Where next? Moving towards better urban transport

## Introduction

This chapter provides an introduction to some of the most promising transport planning policies in the growing “tool-kit” of ways to bring us closer to people-centred, equitable and sustainable transport in our cities and towns.

There is a strong emphasis on approaches that are integrated, long-term, pro-poor, holistic, focussed on accessibility, aiming to enhance urban quality of life and economic thrift and prosperity.

Key policy approaches include:

- shifting transport to environmentally sound, affordable and health-promoting modes;
- reducing the need for motorised transport by adaptation of land use policies and urban and regional planning;
- relating the costs of transport more closely to distance travelled and internalising transport-related environmental and health costs and benefits.

### *Integrated, long-term approach*

**Adopt targets** - *Instead of just accepting trends and market signals and inevitable, many of the most successful cities have adopted a vision of the future city and set policies and targets as steps towards achieving that vision.*

*The purpose is not to get as many people as possible on to one or other means of transport at any price. The aim should be to create a combination of the various gentle modes of transport to offer alternatives to car travel. The better the quality of travel by these modes, and the better they are integrated, the greater will be the possibility to limit travel by car.*

Urban transport cannot be considered in isolation because it has such intimate interactions with the whole urban economy, especially evolving patterns of urban development.

These interactions take place over both the short term AND the long term. Transport planning that thinks only about short term results will be a disaster in the long term.

*“...long term transport demand responses are different, and usually bigger, than short term responses, because behavioural responses are time-dependent, and include adjustments which take years to be completed. ... the effects of pedestrianisation are that there is an immediate impact on traffic, often a short term negative effect on trade that lasts a year or two, then a growth in the number of pedestrians and retail turnover. The effect of bus fare changes seems to be that passenger response after the first year may be doubled, or thereabouts, after five years. Motoring cost changes have a small immediate effect, but are still working their way through car ownership and use ten years later. The effect of changes in transport infrastructure on land use patterns start very swiftly (sometimes even before the infrastructure is opened) but may not be completed for a generation or more.” Phil Goodwin, 1997.*





***Focus on accessibility***

📖 Cervero, R. (1997). Paradigm shift: from automobility to accessibility planning. *Urban Futures*, 22 (June 1997), 9-20.

“Accessibility planning” involves an integrated package of policies which work towards building up the alternatives to private vehicles and gradually restrain the inappropriate use of cars. At the same time the need to travel is gradually reduced by urban planning which brings more destinations within easy reach by foot, cycle or public transport. Priority needs to be given to those classes of traffic, and those transport projects, that contribute most to the economic or social health of the city. These policies do not bear fruit overnight but cities that have adopted such policies consistently over many years have achieved wonders.

**Feet First and Pedal Power**

Walking is the “glue” for the transport system - almost every trip includes walking.

At the heart of any strategy for people-centred, equitable and sustainable transport must be a fundamental change in transport priorities. Rather than private motor vehicles, it is the most “humble” and vulnerable modes of transport that deserve the highest consideration and encouragement.

***Pedestrians and pedestrian rights***

Pedestrians are often the most numerous users of city streets, especially in low-income countries. But they are almost always poorly provided for. Pedestrians (and other slow moving modes) have as much right to be given priority as motor vehicles, particularly in cities with low vehicle ownership rates.

***Does your municipality have a pedestrian plan?***

📖 “Developing a Walking Strategy”. Downloadable report from the UK Department of the Environment Transport and the Regions <http://www.local-transport.detr.gov.uk/walk/walk.htm>

📖 “Pedestrian Planning Guidebook: Incorporating Pedestrians in Washington's Transportation System”, Washington State DOT, USA <http://www.wsdot.wa.gov/hlrd/PDF/PedFacGB.pdf>

📖 “Pedestrian and Bicycle Planning: A Guide to Best Practices” by Todd Litman et al. (Victoria Transport Policy Institute, 2000) <http://www.vtppi.org>



Shirshendu Ghosh (in “Introduction to Traffic Calming” by Rajesh Patel, Geetam Tiwari and Dinesh Mohan (Centre for Biomedical Engineering, IIT Delhi, 1994))



☒ Public Transport Users Association, Victoria, Australia:  
<http://www.vicnet.net.au/-ptua/firstpt.htm>

The most successful public transport systems have actually become a competitor to the private modes (the car and motorcycle). They retain customers from all social classes (not just the poor) and are used for a wide range of urban trips at all times of the day (not just for trips to work in the peak hour).

On the other hand, public transport operators which are content to cater only to their "captive" market of low-income people and city-centre workers are doomed to slow decay, poor cost-recovery and failure to contribute to the vitality of the city.

### ***Speeding buses with on-road priority***



Taipei's successful new bus lanes in the centre of the street. Photo: Barter

Bus priority methods enable buses to pass traffic queues and penetrate streets or zones that are denied to private traffic. They indicate to motorists how society values the bus traveller. Even in cities with extensive urban rail systems, buses will always be important and it is vital that they receive priority on the streets to make them immune to traffic congestion as much as possible.

Examples of bus priority methods include: with-flow and contra-flow bus lanes; exemptions from banned turns; bus gates; bus priority streets; selective vehicle detection (SVD) at traffic signals. Most of these methods can also be used with jitney services and also with trams running in streets. These methods are all well tried and documented and are effective if they are given the appropriate enforcement.

***In the absence of on-street priority, buses are prone to a VICIOUS CYCLE - as congestion increases, buses become slower and less attractive and even more people desert them for cars and motorcycles, thus making the congestion even worse.***

***WITH on-street priority, buses can benefit from a VIRTUOUS CYCLE!***  
*As congestion worsens, buses with good priority become MORE attractive and their share of passenger traffic can rise.*

Bus lanes in the centre lanes of a road (or median bus-lanes) are also becoming increasingly popular (as in Nagoya and Taipei).

Reserved busways have also been successful in a number of cities around the world, particularly Brazil. High quality busways using articulated buses (or even bi-articulated high-capacity buses as in Curitiba, Brazil) are said to be able to approach the level of service, speed and capacity of surface light rail systems.

***Speeding up the buses can be equivalent to expanding the bus fleet. For example, if bus priority can increase the number of round trips per day from 6 to 7, this it is equivalent of adding 167 new buses to a fleet of 1000 buses.***

Speed of ticket purchase or validation is an important factor in bus speeds and bus delays. There are several solutions which allow for quicker boarding, including: employing ticket sellers to sell tickets to people waiting in queues; ticket machines at bus stops; pre-purchased tickets save much time (eg weekly or monthly travel-cards or other pre-paid passes or tickets).

### ***Urban rail***

Urban rail systems are well suited to dense urban corridors in relatively large cities if they are able to afford their high capital costs. Most low-income cities will find it difficult to afford rail. Large,

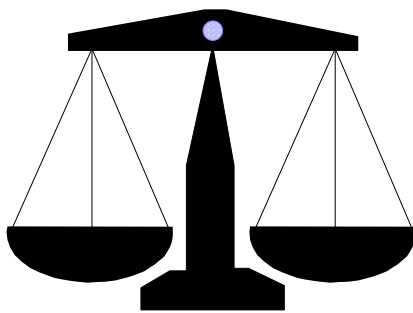


## Urban Heritage Protection

Historic central areas of old cities are especially vulnerable to the impacts of traffic and of planning that tries to adapt the city to increasing traffic. Strategies which many European and recently some Japanese cities have used to preserve entire historic urban areas include a combination of traffic calming, pedestrianisation and enhancement of public transport and bicycle access.

## Transport Equity and Justice

There are groups of people in every city that face severe disadvantages in access. This is true in low-income cities and also in high-income settings, as mentioned by the following quote. Reforms are needed to specifically promote transport justice for people who are disadvantaged.



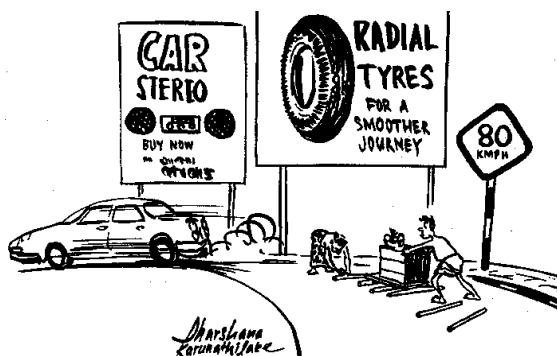
*"And while we might be able to re-engineer the car to spew non-toxic emissions and run on renewable energy resources, and perhaps one day introduce smart technologies so that motorists can bypass traffic snarls, there is no technology that can redress the social injustices inherent in a sprawling, auto-centric landscape - the separation of the poor from job opportunities, the immobility imposed on those too young, old, disabled to drive, the thousands of hours (disproportionately shouldered by women) chauffeuring kids around, and so on." (Robert Cervero)*

## Gender

*"At present, it would be fair to argue that here are no systematic gender inclusion procedures for transport either in terms of the training of professionals, the participation of users or the design and planning of systems, services and equipment." (Grieco and Turner 1997).*

Addressing gender disadvantage in urban transport is at an early stage. Most transport studies and research to date have not even collected data that is disaggregated according to sex. This is the essential first step towards gender-sensitive transport policies.

*"Transportation planning that considers the needs of men and women as separate user groups will lead to relevant services that more accurately meet the needs of all transport users, ultimately increasing the efficiency, sustainability and local ownership of transportation infrastructure investments" (World Bank (April 1997) Mainstreaming Gender in Transportation Projects: A toolkit. p. 4)*



IFRTD

*"A study in Dhaka showed that 70% of the female garment workers surveyed belonged to poor households living in peripheral areas, not routinely serviced by transport services. They commuted on average 8 km a day, partly on foot, partly by bus, and sometimes by scooter." (quoted in the World Bank (April 1997) Mainstreaming Gender in Transportation Projects: A toolkit. p. 5)*

## Informal sector

Part of the mobility burden that is faced by the urban poor (especially women) relates to the lack of basic services in low-income settlements. Trips to collect water and dispose of waste may be burdensome in many low-income urban settlements and would be rendered completely



## 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.



# 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 <sub>6</sub> H <sub>6</sub>
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"



## Directory of key contacts

### General - People-Centred and Sustainable Transport

#### Eric Britton

EcoPlan International - Technology, Economy, Society  
Le Frene, 8/10 rue Joseph Bara, F-75006 Paris, France  
Tel. +33 (0)1 4326.1323 or +33 (0)1 4441.6340  
Fax +33 (0)1 4441.6341 or +33 (0)1 4326.1323  
ISDN/videoconferencing/groupwork: +33 (01) 4441.6340 (1-4) ICQ # 7147909, Mobile: +33 (06) 07 37 77 98  
Email: Eric.Britton@ecoplan.org URL:  
<http://www.ecoplan.org>

#### Car Busters

44 rue Burdeau, 69001 Lyon, France  
tel: +(33) 4 72 00 23 57, fax: +(33) 4 78 28 57 78  
e-mail: [carbusters@wanadoo.fr](mailto:carbusters@wanadoo.fr)  
web: <http://www.antenna.nl/eyfa/cb>  
*Magazine and resource centre for the European car-free/anti-car movement, also distributing a monthly bulletin by e-mail.*

#### The Car Free Cities Network

European cities co-operating for sustainable urban transport  
<http://www.bremen.de/info/agenda21/carfree/>

#### Ciudad Viva

Contact: Lake Sagaris  
Tel. +562 777 3331, Fax. +562 732 3079  
<http://www.geocities.com/RainForest/Andes/1583/ciudadviva@lake.mic.cl>  
*non-profit organisation growing out of the "Coordinator No to the Costanera Norte", or (Coalition for a Fair Santiago)*

#### Civilian Traffic Environment Center

Mr CHOI Chong-han (Coordinator)  
2-28 Changjeondong, 2 Fl., Mapo-Gu, Seoul, Korea  
Tel. 82 2 332 6044, Fax. 82 2 332 6044  
*Advocacy on sustainable and people-centred transport.*

#### David Engwicht Communications

c/o Craig Anderson  
658 Shale City Road, Ashland, OR 97520, USA  
Email: [craig@lesstraffic.com](mailto:craig@lesstraffic.com)  
Web: <http://www.lesstraffic.com>

#### FAJ (Forum for Automobile Issues of Japan), renamed from Demotorization Forum Japan.

CONTACT: Masashi Tada, , Minami-ku,  
Bessho 3-16-4, Yokohama, 232-0064 Japan.  
Tel. +81-45-712-9095. Email [QWT07203@nifty.ne.jp](mailto:QWT07203@nifty.ne.jp)  
[http://member.nifty.ne.jp/railway\\_ecology/](http://member.nifty.ne.jp/railway_ecology/)  
*FAJ is an informal network campaigning for human oriented and sustainable transport. It also requests cutting automobile traffic, safer walking/cycling and better quality of public transportation services.*

#### European Federation for Transport & Environment (T&E)

Bd de Waterloo 34, 1000 Bruxelles, Belgium  
Fax: 322-502 9909, Tel: 322-502 9908  
Email: [t+e@arcadis.be](mailto:t+e@arcadis.be)  
*Europe-wide advocacy on sustainable transport.*

#### Forum for Equitable and Environment-friendly Transport (FEET)

Zaitun (Toni) Mohamed Kasim and Naziaty Yaacob  
c/o SUSTRAN Resource Centre, Kuala Lumpur  
*Advocacy on sustainable and people-centred transport in the Klang Valley, Malaysia.*

#### Institute for Transportation & Development Policy (ITDP)

Dr Walter Hook (Executive Director)  
115 West 30th Street, Suite 1205, New York, NY 10001, USA  
Tel: 1-212-629 8001, Fax: 1-212-629 8033  
Email: [mobility@igc.apc.org](mailto:mobility@igc.apc.org)  
URL: <http://www.itdp.org>  
*ITDP promotes sustainable transportation policies and the use of NMTs worldwide. Publishes a quarterly magazine, Sustainable Transport. ITDP played a key role in the formation of the SUSTRAN network in 1995 and in the SUSTRAN General Assembly in Manila, June 1998.*

#### John Ernst

Urban Transport Ecologist  
SUSTRAN  
Bangkok, Thailand  
Tel +66(1) 813-1819, Fax +1(801) 365-5914  
[johnernst@compuserve.com](mailto:johnernst@compuserve.com)  
*Advocacy and research on sustainable and energy conserving transport.*

#### L'Association du Droit au Transport (LADT)

Professor Seiji Abe (Secretary General)  
c/o Kansai University, 3-3-35 Yamate-cho,  
Suita-shi 564, Japan  
Tel: 721 54 4109, Fax: 721 54 5215  
*Advocacy on sustainable and people-centred transport.*

#### LINK UP

Contact: Ms Michelle Zeibots  
28 Goorgool Rd, Bangor, NSW 2234, Australia  
Email: [michelle.zeibots@uts.edu.au](mailto:michelle.zeibots@uts.edu.au)  
*LINK UP (NSW) is a freeway-fighting network in Sydney.*

#### National Network Against New Highways

Mark Petersen, Grassroots Coordinator  
PO Box 5272, Roanoke, VA 24012  
Tel: (1 540) 362-7141, Fax: (1 540) 362-7722  
[usa\\_highway\\_net@hotmail.com](mailto:usa_highway_net@hotmail.com)  
web: [www.preservenet.com/HighwayNet.html](http://www.preservenet.com/HighwayNet.html)



## 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](mailto: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](mailto: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/wtpj>

## Books, Reports and Articles

### HIGHLY RECOMMENDED

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.

Barter, Paul A. (1999) **Transport and Urban Poverty in Asia: A Brief Introduction to the Key Issues**, **Regional Development Dialogue**, Vol. 20, No. 1, Spring 1999.

Cervero, R. (1995). **Creating a Linear City with a Surface Metro: The Story of Curitiba, Brazil** (Working Paper 643). National Transit Access Center (NTrac), University of California at Berkeley.

Dimitriou, H. T. (Ed.). (1990). **Transport Planning in Third World Cities**. London: Routledge.

