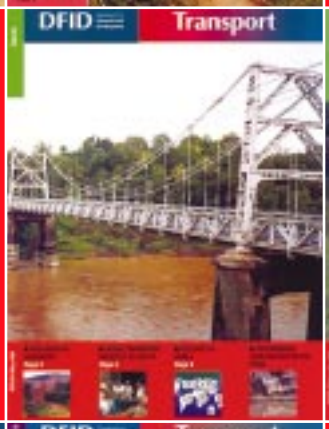
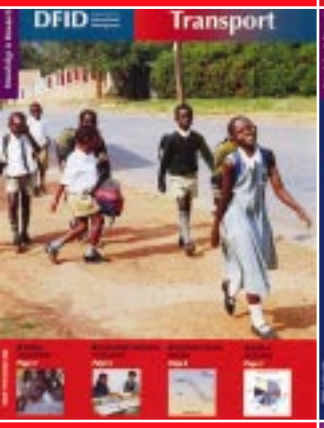
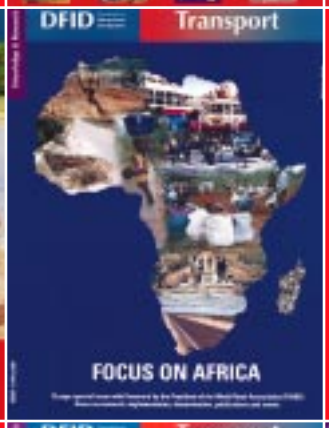
DFID Department For International Development

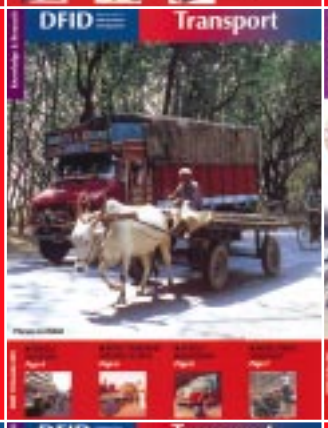
Transport

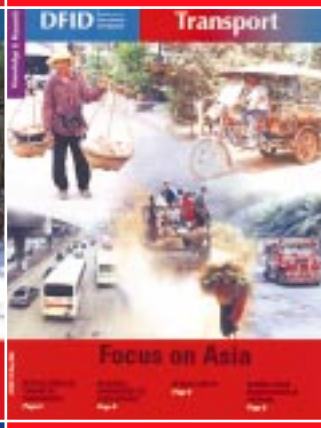
Knowledge & Research

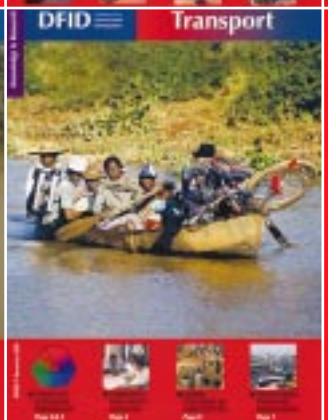












ISSUE 18 May 2004

Foreword from DFID

The good news is that DFID will be contributing to the TKP initiative from 1 April 2004 and as such there will be a move towards concentrating efforts on knowledge transfer through that network. As TKP will have its own newsletter the need for this newsletter has became marginal and so this will be the last issue.

The legacy of the EngKaR programme is the *Transport Links* website, and all the information it contains. The site will continue to function in the foreseeable future. It is the main repository of transport knowledge gained from DFID's sponsored research, and contains electronic documentation (both published and unpublished) reflecting the work of the transport KaR programme. This site has established itself as a valuable and major source for transport knowledge, and for this reason it is important that it should be maintained.

Future opportunities reside in the Transport Knowledge Partnership (TKP), which has been highlighted in earlier editions of Transport. DFID have been promoting this knowledge initiative that actively involves the users of transport information in developing countries. DFID is strongly committed to TKP, but is also keen that the initiative becomes broader and reflects the ideas and views of the expected range of partners.

The first TKP News Update is contained in this Transport Newsletter, and in the spirit of co-operation and partnership is likely to be included in similar Newsletters and Journals of potential TKP partners. I strongly urge you to support the aims of TKP, which can with your support and contribution become the new source of transport knowledge and exchange throughout the developing world.

Peter O'Neill
Central Research Team
DFID

Editorial

Welcome to this 18th issue of TRANSPORT which, as explained by Peter O'Neill in the Foreword, will be the last in the series. The role of maintaining information and knowledge transfer in the sector now moves to the Transport Knowledge Partnership (TKP).

The first TKP News Update, included here, will provide you with details of how to make contact and use of its facilities and I hope that you will find it a useful resource.

For the cover of this edition we have chosen to show all the previous 17 issues since 1995 as a reminder of DFID's contribution to enabling information exchange both in and between the developing and developed world. Transport knowledge is generated by various means and a key role is to ensure that the knowledge is disseminated to as wide an audience as possible. I hope the Newsletter, with an audience of some 6000, has helped to *bridge the gap* and achieve effective knowledge transfer.

As editor, I would like to thank the TRL production team of Martin Woodbridge, Annabel Davis, Dave Maunder, Sue Stoneman, Nick Elsworth and Helen Pilato for all their efforts. Perhaps more importantly, may I thank all the contributors from many sources who have provided material to make the DFID Transport newsletter interesting and informative.

Linda Parsley, Editor

A PPP first for St. Petersburg

On March lst, the City Authorities of St. Petersburg announced the signing of one of the very first Public Private Partnerships in Russia for the supply of a new bus fleet.

Under the initial transaction, Scania Peter, the Russian manufacturing arm of Scania Sweden, will supply 14 new Omni 120 passenger buses to PAT the City's public transport service operating agency. These first buses will be deployed on social routes (accepting concessionary passengers) within the city centre.

For the five year term of the contract, the buses remain the property of Scania Peter, who will retain ownership and full responsibility for maintenance, provision of spare buses (to cover breakdowns/non availability etc), driver training and insurance. Payment will be made by PAT on the basis of daily kilometrage operated. The transaction is a pilot for a more extensive roll-out of PPP contracting for surface transport and other municipal services.

The St. Petersburg PPP resulted from an extensive collaboration between the City Authorities and a team of consultants funded by DFID and was designed to give practical effect to policy advice on City capital budgeting. The team was led by International Capital Partnerships and comprised TRL and Investproject

(transport), Ecorys (economic, financial modelling) and Linklaters (legal issues). Over the four years of the project development, the consultants conducted an in-depth study of the options for transport deregulation as well as assisted in a complex procurement and bid evaluation process.

The resulting transaction has not only broken new ground for Russia's second largest city, but has caught the attention of several neighbouring authorities who are now considering similar PPP programmes.

Contact Rees Griffiths, International Capital Partnerships
Email: rees.griffiths@icpconsult.com

Reducing poverty in S E Asia Poverty reduction remains the central goal of global development efforts. Increasingly, though, it is being acknowledged that this can be achieved and sustained only through a country's carefully determined growth pattern. National development plans need to include public policy mechanisms that will reduce poverty and inequality.

Rural communities throughout south-east Asia face constraints which limit their ability to reduce their poverty. In order to satisfy their need for greater access to health, education and trade opportunities, ease of physical accessibility and freedom of movement are priorities.

DFID's South East Asia Community Access Programme (SEACAP), a poverty-targeted transport initiative, aims to identify and improve sustainable access for rural communities within Cambodia and Vietnam. Crown Agents, the international development company, and the Halcrow Group have been jointly invited to establish a team to manage the programme.

To be effective, SEACAP needs to engage at all levels, without compromising government systems for transparency in procuring services and they will actively seek to involve local organisations in SEACAP contracts. The first step in the programme is to procure services for eight identified research projects in Vietnam and Cambodia.

In the future SEACAP may extend to include other research projects.

For further information contact: Oscar Cardozo or Paul Caine
Email: oscar.cardozo@crownagents.co.uk / cainepw@halcrow.com

CODATU Regional Conference A best practices conference on urban transportation in the cities of Argentina, Bolivia, Brazil, Chile, Paraguay and Uruguay was held in Santiago de Chile. The meeting was co-sponsored by CODATU (Collaboration for the Development and Planning of Urban Transport in developing countries) and the Inter American Development Bank.

Most delegates felt that coordinating the different public transport service types and modes is the key not only to more livable cities but also efficient, effective and economic public transport service provision. In addition, the need for priority traffic management measures for bus systems was highlighted.

Concluding the conference, Mario Durán described Urban Transportation programmes that the Inter American Development Bank are developing and funding.

Conference findings were presented at Codatu X1 in Bucharest, Romania, in April 2004.

Prof R Gakenheimer, CODATU. Email: codatu@wanadoo.fr

ARMFA is born The first conference of the African Road Maintenance Funds Association (ARMFA) was held in December 2003 in Libreville, Gabon. The conference brought together some 20 Road Maintenance Fund groups from West and East Africa as well as donors of the transport sector to discuss *the experience* and *practice of the African road maintenance funds*. This meeting was unanimously acknowledged as a great success, and officially launched the ARMFA. This will provide the African Road Maintenance Funds (RMF) their own platform for consultation and knowledge sharing.

ARMFA was conceived by a group of five RMF executive managers in Yaoundé, during the general meeting of the Association of African Directors of Roads (ADAR, now renamed AGEPAR).

The project attracted support from sector stakeholders during the Sub-Saharan Africa Transport Policy Programme (SSATP) annual meeting in Kigali, Rwanda, in May. Through its road management and financing theme, the SSATP had already been providing assistance to a number of RMF managers, (including those countries who were taking the lead in creating the new association). The SSATP subsequently played an active role in supporting the organising committee prepare and run the founding conference, convened under the patronage of the Government of Gabon.

The next meeting of ARMFA was held in April 2004 in Lomé, Togo at the same time and place as the AGEPAR general meeting.

For further information: www.worldbank.org/afr/ssatp/AFERA/AFERA.htm

The International Focus Group on Rural Road Engineering (IFG) met for its fourth meeting in March in Kunming in the Yunnan province of China. The meeting benefited from the experience and knowledge of its Chinese hosts, including their abilities in the field of rural road construction in utilising simple technology and local resources to construct sustainable roads. Notably, the meeting included a chance for the delegates from 21 countries to see for themselves the construction of a cobble stone pavement. This method has been in use in China for 30 years and contributes 5000km of roads in the Yunnan province alone. Several of the countries present expressed a strong desire to use it themselves and the IFG secretariat and the Yunnan Highway Planning Prospecting and Design Institute agreed to ensure that the Chinese technology would be translated and made available to IFG members and the developing world at large.

Cobble stone construction in China

The meeting saw IFG become an officially recognised entity. A Memorandum of Understanding (MoU), detailing the rules under which IFG will operate, was signed by many individuals and representatives of organisations at the meeting. This enabled the first IFG Annual General Meeting to be convened and elect Mr Sous Kong, Undersecretary of State, Ministry of Rural Development, Cambodia as Chairman and Eng. Laurent Kyombo of Tanzania as Executive Secretary.

The MoU can be found along with details of the meeting on the IFG website.

Email: ifg@ifgworld.org Web: www.ifgworld.org

Safe Roads: 2004 World Health Day Theme Traditionally held on 7th April, the date of the establishment of the WHO (World Health Organisation), this annual event is used as an important mechanism to reach out and engage the general public in health messages.

Research carried out by TRL suggests that each year about 1 million people are killed in road accidents and many millions injured worldwide with over 85% occurring in the developing and emerging nations of the world. Estimates of yearly accident costs in these countries are US$ 80 billion, a sum which is greater than that received annually by developing countries in terms of official multi-lateral and bi-lateral aid.

One aspect of World Heath Day is events organised around the world by governments, international and national organisations and road safety institutions. The *World report on road traffic injury prevention* by the WHO and the World Bank was launched globally in Paris, France and the WHO and its partners also launched a global road safety campaign to serve as a platform for implementing the report's recommendations. Other events included a road safety week by UNECE (United Nations Economic Commission for Europe) in the UNECE region. Additionally, a special plenary meeting of the General Assembly of the UN focussed on increasing high-level government awareness of the magnitude of the road traffic injury problem. In the UK, a website has been compiled by TRL, *Compendium of Road Safety Activity in the UK*, which includes contributions from 18 leading organisations (www.trl.co.uk/who)

The WHO website contains further information, including publications for download. There is also an audio visual gallery, comments on the problem of road traffic injuries and information on activities to mark World Health Day 2004.

www.who.int/world-healthday/2004/en/

Road safety advances in Ghana

The Global Road Safety Partnership (GRSP) has overseen the development of a road safety partnership programme in Ghana through the establishment of GRSP Ghana.

The local organisation comprises an Executive Committee composed of local business people and a Technical Group of engineers and scientists who are advised by Mike Winnett (TRL), the GRSP adviser to Ghana.

GRSP Ghana has become recognised as the umbrella NGO for all road safety NGOs in Ghana and works closely in support of the National Road Safety Commission (NRSC), implementing the National Strategy. The NRSC has already commissioned GRSP Ghana to undertake a study on child road safety and a seasonal education campaign.

GRSP Ghana are currently acting as TRL's local partner for a DFID KaR project *Promoting road safety through community education programmes*, enabling the Ashaiman community near Accra to develop a sustainable road safety strategy.

GRSP staff and members of their Scientific Advisory Committee are providing the majority of the administrative and scientific input (e.g. problem identification, resource design, training-of-trainers, evaluation, etc). The community consultation process has been completed and the programme has now reached the stage of developing sustainable remedial measures which are likely to include road safety education and training programmes in schools and local communities, and separating traffic from street traders. The overall objective is to have the local community take ownership of the entire programme.

A locally developed *Safe Driving Manual* which has already sold 3000 copies was facilitated by DFID who are now assisting in the production of an abridged version.

GRSP Ghana is also working with other local partners in Ghana. They are currently producing a report on Commercial Driver Knowledge and Training (The *Community Relations* Project) funded by Guinness Ghana Limited, developing a driver safety strategy and campaign with Shell Ghana and assisting 3M with improving vehicle conspicuity.

Mike Winnett, GRSP Advisor to the Republic of Ghana
Tel: +44 (0) 1344 770150
Email: mwinnett@trl.co.uk ***www.grsproadsafety.org***

Jack Lewis, GRSP Ghana Executive Secretary
Tel: +233 24 75 76 79

Improving use of labour-based methods

The need for employment-friendly methods in the maintenance and improvement of rural infrastructure, especially rural roads, is growing. As these roads represent a major investment, quality and reliability have become key requirements.

The private sector's growing role in the delivery process and the use of labour-based methods on sections of classified road networks has increased the importance and need for quality assurance procedures and appropriate standards.

However, although participants at an ILO/ASIST labour-based practitioner's seminar in Uganda in 1997 requested the development of user-friendly quality assurance procedures, the issue remains unresolved.

In response the ILO, in partnership with TRL, is undertaking a research programme in five African countries (Ghana, Lesotho, Mozambique, Uganda and Zimbabwe). The aim of the project is to quantify road deterioration trends in different environments; provide advice on quality assurance methods for their construction and maintenance, and develop design standards which are cost-effective and will provide sustainable benefits for users throughout the expected life of the road. In addition, the research has a regional component, producing design guidelines that will benefit countries that have not directly participated but have similar conditions. Improving the applicability of labour-based methods as a means of delivery is expected as well as added social benefits.

The project includes:

- Training of practitioners and dissemination of available information
- Development of deterioration relationships
- Identification of life cycle cost components and the development of a costing methodology
- Quality assurance and control procedures developed and tested on roads constructed or maintained using labour-based methods
- Production of Guidelines on the appropriate implementation of works using labour-based technologies

For further information contact: Dejene Sahle, Senior Technical Advisor
ILO/ASIST
Email: Sahle@ilosamat.org.zw

Bogotá: A city's transformation

In 2000, a new page in urban transport possibilities was written when Bogotá launched its TransMilenio public transit system. After decades of failed metro plans, the mayor led a process to build the world's highest-quality bus rapid transit system.

The initial phase included 40 kms of dedicated busways, delivered at a cost of US$ 5.3 million per kilometre (considerably less than rail-based options). Further, the system was financed by existing local resources and not through international loans.

Bogota went from this....

....to this in just 3 years

The system now features 58 kms of busways and 309 kms of feeder routes, moving over 800,000 passengers per day. Additionally, by achieving peak capacities of over 36,000 passengers per hour per direction, TransMilenio delivers the capacities required in some of the world's largest cities.

To complement the system, Bogotá also initiated:

- 300 kms of cycle ways
- the closure of 120 kms of roadway to cars every Sunday
- a license plate restriction system which bans 40 per cent of all private vehicles during peak times
- the world's largest car-free day event each year.

Bogotá's legacy, though, will perhaps best be measured by its impact on other cities around the world. City officials from over 50 countries have visited the system in the past few years, and some of them are now developing comparable busway systems. While not perfect it does provide a glimpse at what is possible when a bold vision is combined with strong political will.

For more information on Bogotá's TransMilenio system, please see the TransMilenio website:
www.transmilenio.gov.co www.sutp.org
Lloyd Wright, University College London

Book Review

Partnerships to improve access and quality of public transport: Guidelines **by M Sohail, D Mitlin and D A C Maunder. Published by WEDC, Loughborough University, UK, 2003 ISBN 1843800357 (130 pages).**

The book provides a set of guidelines for policy makers and urban transport operators which outline how the poor and other disadvantaged groups might enjoy greater access and a higher quality public transport service. Disadvantaged groups in society, in terms of access and mobility, include disabled people, women, children and the elderly.

The Guidelines highlight the need for a clearer understanding of the complex relationships between the provision of public transport and other services needed by low income communities to sustain their livelihoods. The need for partnerships is illustrated, how they function and how relationships between partners can be strengthened in order to improve accessibility and quality of public transport.

A number of case studies are described but few provide examples of good collaboration and generally indicate how opportunities to improve public transport have been ignored. By focusing on key issues at policy and operational levels, the reader is given a greater understanding of how improvements in services can be introduced, and how all stakeholders, including users, regulators, administrators, planners and operators can be incorporated into the decision making process.

Appendices to the main text provide information on key issues relating to improved access and quality of public transport, methodological considerations and finally concise summaries of the case studies.

The book (and accompanying CD-ROM) is an output from a DFID funded study undertaken in Sri Lanka, Pakistan and Tanzania by a joint WEDC, IIED and TRL team. Support was provided by the University of Dar es Salaam, Sevanatha Urban Resource Centre, Colombo and Atta Ullah Khan, Faisalabad.

G D Jacobs, TRL.

Community responses to HIV/AIDS along transit corridors

The impact of HIV/AIDS on every sector including transportation is evident in the Eastern and Southern African [ESA] region. Therefore there is agreement on the need for multi-sectoral approaches with regard to controlling its spread and mitigating its impacts.

In the transport sector, two key links are recognized:

- Areas with a high intensity of transport operations – transport corridors, stopping places and terminal points - have high levels of promiscuous sexual contact.
- Transport infrastructure construction and maintenance activities often involve workers from different and distant places living in temporary camps which often leads to increased sexual activity among non-regular partners largely because of the absence of normal social networks that regulate social behaviour.

Clearly, communities living along and around areas of intense transport activity are an important defence against the spread of HIV/AIDS and should therefore be a focus of attention in any transport sector HIV/AIDS strategy.

The purpose of this DFID funded project is to examine community responses to the threat of HIV/AIDS along transport corridors and at nodes, termini and areas of transport infrastructural development in the ESA region and to identify the scope for transport sector focused community interventions.

The Inception phase of the project comprised a comprehensive transport sector review and synthesis of literature on HIV/AIDS in the ESA region to identify key knowledge gaps. These gaps will now be the subject of detailed study in selected transport corridors with a view to drawing up recommendations for strengthening the capacity of communities along and within the corridors to cope with HIV/AIDS.

The project is being managed and coordinated by the South African chapter of the International Forum for Rural Transport and Development (IFRTD), under the auspices of CSIR: Transportek in Pretoria. The project is being undertaken by representatives of National Forum Groups from Uganda, Tanzania, Kenya, Zimbabwe and South Africa.

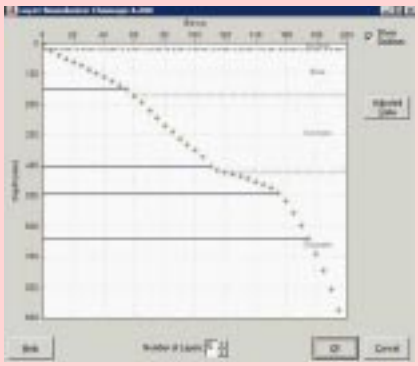
For further information contact Mac Mashiri, CSIR: Transportek
Email: mmashiri@csir.co.za
Tel: +27 12 841 2942

DFID Project Reference: R8155 'Community responses to the threats of HIV Aids in eastern and southern Africa.'
Theme Objective: T1

CSIR

New DCP data analysis software

The DCP (Dynamic Cone Penetrometer) is an instrument commonly used for the evaluation of road pavements throughout the developing world. It can provide rapid measurements of the in-situ strength of existing flexible pavements constructed with unbound materials. Where the pavement layers have different strengths, the boundaries between them can be identified and the thickness of each layer determined, as shown in the figure below.



The use of the DCP has become increasingly widespread over recent years as improved methods of data analysis have evolved. With computer technology changes, the existing TRL analysis program (Version 1.06a) is now obsolete but DFID funding has enabled TRL to produce a new version of the software which is compatible with Windows 98, 2000 and XP and includes revised data analysis procedures. The new software (UK DCP 2.2) along with the User Manual and a Technical Information Note describing the use of the DCP can be downloaded from the Transport Links website: www.transport-links.org

UK DCP 2.2 allows a number of DCP tests to be entered for any one project. Individual tests can then be analysed by one of two methods:

- System method that automatically identifies changes in layer strength up to a maximum of 10 layers
- User method that allows the user to identify layers based on engineering judgement

The user can verify the analysis by comparing the results of any number of tests along the project road using a Query facility.

Once the pavement layers have been identified the software calculates the thickness and strength of each pavement layer, and then determines the Structural Number, Modified Structural Number and the Adjusted Structural Number (used in HDM4) for each test.

Additionally, the software allows the user to define homogeneous sections of road for a series of thickness and strength parameters using the cumulative sum of differences method.

For further information contact Piouslin Samuel, TRL
Email:international_enquiries@trl.co.uk

Valuing travel time savings in Africa

A recent study in Bangladesh (R7785) successfully established a methodology for valuing rural travel time savings in a densely populated country with a highly competitive transport industry. A study is now being undertaken to test the methodology in an African context, characterised by low population densities, dispersed communities, and less diverse and competitive transport services. It is expected that the findings of the two studies will strengthen the case for inclusion of travel time saving values in rural transport/ accessibility appraisals.

A combination of qualitative and quantitative methods is being used to collect data in Ghana and Tanzania. The study is using both stated and revealed preference methods for valuing travel time savings. Apart from estimating base time values for rural travellers (in-vehicle, walking and waiting), the analyses will also test if personal and other travel attributes (e.g. gender and income, day of travel etc.) significantly influence time values or not.

The study is in its implementation phase with a reporting and dissemination phase to be completed by early 2005. One of the main outputs of the study will be a *how to* manual that will provide step by step procedures for valuing travel time savings in Least Developed Countries (LDCs). Information on both studies are available on the Transport Links website: www.transport-links.org A peer review group is being set up to guide the Africa study and to widen the dissemination of the findings.

To join the peer review group or for further information contact:
Farhad Ahmed or Marcus Wattam, IT Transport Ltd.
Email: farhad.ahmed@ittransport.co.uk or
marcus.wattam@ittransport.co.uk
Tel: +44 (0)1235 833753

DFID Project Reference: R8307 'The Value of Time in Least Developed Countries: The African Studies'
Theme Objective: T4

ORN 21 aims to remove transport barriers

Encouraging greater access to transport, including public transport, can substantially transform the lives of disabled people and their immediate families. People with disabilities are specifically recognised as a vulnerable population, due to the double penalty of societal discrimination and physical exclusion which often traps them in poverty. Inaccessible transport can make it especially difficult for disabled people to find employment, gain an education and access health care, as well as limiting their social and recreational activities. Accommodating the needs of people with disabilities however is still largely seen as a welfare function of both government and non-governmental welfare organisations.

However, in some developing and transition countries awareness is growing of the need to gradually remove barriers in the transport environment. The trend is strengthened when stakeholders realise that the same features that benefit people with physical, sensory and cognitive impairments also benefit all travellers. Slow progress is partly caused by funding constraints, but also by a lack of good practice examples and awareness which means that where features are included they are not always appropriate to the needs of travellers.

To assist in this area, TRL have produced a new Overseas Road Note, ORN 21, which provides Guidelines for Practitioners and aims to improve access to transport and hence reduce mobility barriers of disabled people in developing and transition countries. Although basic problems faced by disabled travellers are similar worldwide, access solutions cannot simply be transplanted from developed to developing countries as clearly, priorities, resources, and operating conditions vary greatly.

The Road Note produced by a multi project team on behalf of DFID utilises principles of universal design to improve access to pedestrian and public transport systems for all users.

Overseas Road Note 21 Enhancing the mobility of disabled people: Guidelines for Practitioners is available in hard copy, CD and on the Transport Links web site.

For further information contact Dave Maunder, TRL, Email: international_enquiries@trl.co.uk
DFID Project Reference: R8016 'Enhanced accessibility for people with disabilities living in urban areas'
Theme Objective: T3

Current DFID KaR projects

THEME T1

Improve transport safety and reduce the impact of accidents particularly for poor people in rural and urban areas.

- Promoting road safety through community education programmes (R8011)
  TRL Limited: Mr A Quimby

To develop and use community participation programmes as a sustainable pathway for disseminating road safety education to the urban and rural poor in four African and Asian countries.

- Road accident modelling for highway development and management in developing countries (R8154)
  TRL Limited: Mr C Baguley

To provide reliable predictors of road accidents for highway development model HDM-4 for use in the planning stage of new or upgraded rural roads. It is the intention to adapt the most appropriate developed country models to the relevant conditions of developing countries, by collecting real traffic and geometric data at a range of selected sites in India and Tanzania.

- Community responses to the threats of HIV/Aids in eastern and southern Africa. (R8155)
  National Forum Group on Transport, South Africa: Mr M Mashiri

Examine community responses to the threat of HIV Aids along transport corridors, nodes, terminuses and areas of infrastructural development in eastern and southern Africa and identify scope for transport sectors community focussed interventions.

THEME T2

Reduce the costs of construction, rehabilitating and maintaining road infrastructure to help reduce vehicle operation costs.

- Engineering standards for labour based roads (C7)
  International Labour Organisation: Mr Peter Rademaker

To improve the cost-effective provision of roads in rural and peri-urban areas in Africa by providing guidance on the main factors affecting performance and life-cycle costs of labour-based roads, including construction standards, climate, soils, and traffic. However the construction standard will not be confined to any particular technology type.

- Low cost, labour-based paved roads for poor communities (R7782)
  Intech Associates: Mr R Petts

To refine, document and disseminate low-cost, labour based alternative road surfacings suitable for local small scale/ community contracting enterprises and employment generation for the poor.

- Environmentally optimised designs – Stage 2 (Implementation) (R7783)
  TRL Limited: Dr C S Gourley

To develop a new framework for low-volume sealed rural road design that recognises the influence of all environmental control parameters.

- A more sustainable approach to road project appraisal (Revision of ORN 5) (R8132)
  TRL Limited: Mr P R Fouracre

To update the current edition of ORN 5 and in so doing to encourage the adoption by road development agencies of a sustainable, consistent and rigorous approach to road project preparation.

THEME T3

Improve the mobility of rural and urban poor for meeting their livelihood needs.

- Policy toolkit for increased rural mobility (R7457)
  TRL Limited: Miss A Davis

Working framework and procedures for identification of measures and policies to increase rural mobility implemented on a widespread basis.

- Rapid demand appraisal for IMT and transport services (R7787)
  IT Transport: Mr R A Dennis

To improve the effectiveness of rural transport development in Sub-Saharan Africa by developing a rapid appraisal method to evaluate demand for IMT and local transport services, and the inputs needed to promote demand.

- Comparative assessment of the operational characteristics of rural water transport (R8010)
  International Forum for Rural Transport and Development: Ms P Fernando

Provide policy makers, planners and organisations working with RWT operators with an assessment of the operational characteristics and affordability of rural water transport (RWT) under different physical and social conditions in Africa and Asia.

- Enhanced accessibility for people with disabilities living in urban areas (R8016)
  TRL Limited: Dr D Maunder

Develop a compendium of guidelines and standards for improving the access of disabled people to transport and other services in urban and peri-urban areas.

- Framework for the inclusion of social benefits in transport planning (R8123)
  TRL Limited: Miss A Davis

To establish a universal framework for the identification, and if appropriate, quantification and valuation of social benefits. The framework will be designed to support in the formulation and implementation of appropriate strategies with respect to the provision and maintenance of sustainable transport systems that serve poor communities.

- Manual for construction of footbridges at district/ community level (R8133)
  IT Transport Ltd: Mr R Dennis

Developing technical guidelines for the design and construction of effective footbridges to improve access for rural communities where mobility is restricted by inadequate water crossings.

THEME T4

Increase the efficiency of national and regional transport systems whilst safeguarding the interest of poor and vulnerable users.

- The Value of Time in Least Developed Countries: The African Studies (R8307)
  IT Transport Ltd: Mr Farhad Ahmad

To test the validity of the methodology developed from Bangladesh study in the African context and thereby to develop and disseminate a comprehensive methodology for valuing travel time savings in Least Developed Countries (LDCs) for use in the transport/accessibility project appraisal in the LDCs.

Further information on these projects can be found on the Transport Links web site:
www.transport-links.org

Poverty prediction impact assessment tool

A tool for measuring the impact of road works on poverty reduction has been devised in Tanzania, by ITECO Engineering with Swiss Development Corporation (SDC) funding. It provides a planning procedure for examining cross-cutting issues in all public roadwork projects including training and research, local empowerment, HIV/AIDS, gender and use of local resources.

Road projects in Tanzania are currently planned and commissioned without a standard sensitivity check concerning their potential impact towards poverty reduction. This can be expected from the creation of local employment through road works, and by providing access and creating economic opportunities and enabling services. The Poverty Prediction Impact Assessment Tool (PPIA) complements the Tanzanian Roads Act and National Framework for Labour Based Technology. Its key purposes are to provide:

- a procedure for enforcing existing legislation and regulations
- a monitoring and evaluation mechanism for measuring the potential impact for poverty reduction and in particular enhancing employment opportunities

The PPIA aims to bridge the gap between policy and practice at all levels of implementation in the roads sector. The tool comprises the following components:

- Procedures to ensure that poverty reduction measures are considered in all aspects of planning and implementing roadworks
- Code of Practice to guide decision makers and practitioners in the application of the PPIA

Following consensus on the PPIA approach and design, the tool will undergo piloting in a select number of districts, and if successful, the Roads Fund Board will incorporate the PPIA into their performance agreement for application across the country.

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Recent publications

Books

SOHAIL, M, D MITLIN and D A C MAUNDER, (2003) Partnerships to improve access and quality of public transport: Guidelines. ISBN: 1 84380 035 7, 130pp. (See page 5). Published by WEDC, Loughborough University, UK, GBP 19.95. PDF copy available at: www.wedc.lboro.ac.uk/publications/pdfs /piaqpt/guidelines.pdf

SADC (2003) Guideline Low-Volume Sealed Roads. ISBN 99912-0-456-3. Published by SADC. (See article on this page).

Reports

Overseas Road Note 21 (2004).Enhancing the mobility of disabled people: Guidelines for practitioners (TRL). (See page 6).

Overseas Road Note 40 (2004) A guide to axle load surveys and traffic counts for determining traffic loading on pavements. 2nd edition (TRL).

Both the above reports can be downloaded from www.transport-links.org

Papers

BENMAAMAR, M, A method for the appraisal of low volume roads in Tanzania. *22nd World Road Congress (PIARC). Durban, South Africa, 19-25 October 2003* (TRL).

MAUNDER, D A C, C J VENTER, T E RICKERT AND J SENTINELLA Improving Transport Access and Mobility for People with Disabilities. *CILT Regional Conference, International Logistics and Transport: the challenges ahead, Dubai, UAE, 20 March 2003*, PA/4061/04. (TRL).

DAVIS, A. (2003). Social capital and mobility: the influence of transport on social capital networks in Kenya. *Proceedings of the 22nd PIARC World Road Congress, Durban, South Africa, 19-25 October 2003.* For copies of the paper please contact: adavis@trl.co.uk

VENTER, C J, T E RICKERT and D A C MAUNDER (2003). From basic rights to full access: Elements of current accessibility practice in developing countries. Transportation Research Record No. 1848, Paper No. 03-3617. (TRB)

For copies of the above publications, please contact the relevant organisation.

Now available for download from the Transport Links web site www.transport-links.org

Software/Manual

UK DCP 2.2 Program and Manual
Both software and manual can be downloaded.

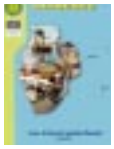
Publications

Footbridges. A Manual for Construction at Community and District Level (Draft), IT Transport Ltd

Impaired Driving in Developing Countries: Summary, GRSP

Impaired Driving in Developing Countries: Full Report, GRSP

SADC Guideline for low-volume sealed roads



The main purpose of the Guideline is to contribute to the social and economic enhancement of the rural and peri-urban poor by improving access and mobility through the cost-effective provision of bitumen surfaced roads. It highlights the potential benefits to be accrued from the implementation of research findings and innovation carried out in the region to provide appropriate local solutions for the provision of low-volume sealed roads.

It recommends:

- the use of appraisal techniques that recognise social and economic benefits that accrue from low-volume road provision whilst providing environmental safeguards.
- the use of more appropriate geometric designs that are safe and cater for all road users.
- pavement and surfacing designs that maximise use of local material resources.
- the use of construction methods that maximise use of local human resources, wherever possible.
- the use of funding arrangements and maintenance management activities that ensure sustainability.

The Guideline was prepared for the Southern African Transport and Communications Commission (SATCC) on behalf of the member states that form SADC (Southern African Development Community). It was produced through a high degree of local participation, which included eighteen technical and national workshops involving local and international researchers, consultants and professionals, which ensured a high level of technology exchange and fostered local ownership.

The project was funded equally by DFID, NORAD and SIDA and was produced in recognition that many designs, specifications and standards currently being applied in the region are outdated and inhibit the implementation of current state-of-the-art knowledge developed through research.

"Guideline: low volume sealed roads" , SADC,
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