

Roads for People Program, WBB Trust
Report of Activities, March 2005-March 2006

INTRODUCTION

The Roads for People program of WBB Trust has been working since July 2004 to improve the conditions of transport in Dhaka. The Roads for People alliance consists of 16 Dhaka-based NGOs, of which WBB is the secretariat. RFP's working methods include cycle rallies, banner campaigns, press conferences, letter campaigns, seminars, cycle training, and writing and printing of reports.

OBJECTIVES

General Objective (as per proposal)

Improve the health of citizens of Dhaka by creating an environment which will encourage them to reduce consumption of fast food, junk food and soft drinks, and increase physical activity.

Specific Objectives (as per proposal)

Reduce the prevalence of overweight/obesity and increase the proportion of the population regularly engaging in physical activity, through the following sub-objectives/activities:

1. *Raise awareness among policymakers about the problem of overweight and physical inactivity and encourage policymakers to work for positive change, as evidenced by policy statements, plans for activities, etc.:* We prepared a summary of the WHO Global Strategy on Diet, Physical Activity, and Health and sent it out for translation. The report should be finalized and printed in summer 2006. We were also able to achieve a change in World Bank stated policy as concerns rickshaws, which are a major source of livelihood for the poor; as a result, most planned rickshaw bans have not been carried out.
2. *Promote exercise as a mode of transport (walking/cycling) and improve the physical conditions for physical activity (separate bicycle lanes, ban on parking on footpaths, e.g.):* Achieving bike lanes and eliminating parking on footpaths will be long-term projects, but we have made progress. Specifically, we prepared reports on walking/footpaths and on parking (to be finalized and printed in 2006), started cycle training for children in two locations, giving children a chance to learn and practice cycling (many of the children who attend are overweight, and are learning through the program that exercise is enjoyable). Our many cycle rallies also brought attention to cycling as a feasible mode of transport in Dhaka.
3. *Encourage healthy eating (fresh, not processed foods; fighting the attempt to outlaw street markets and small shops and force people to shop in supermarkets selling mostly packaged foods):* Although the project has moved away from focus on diet, the paper on walking/footpaths is divided into two sections, the second of which is on the importance of allowing vendors to remain on footpaths, thus ensuring the continuation of local foods for sale at reasonable prices and long hours.
4. *Encourage outdoor, active play for children (making sidewalks and some streets safer for their play; discourage TV watching):* We began analyzing a survey we had earlier conducted on TV watching, and translated much information about the harm of TV watching; the report on TV will be finalized and printed in 2006, and will contain recommendations for turning streets into playgrounds part-time. As mentioned above, we started cycle training in two places. Our cycle training program got national attention through coverage in major newspapers (Prothom Alo, Desh Bangla, Ittefaq).

Comment on objectives

The objectives changed in the course of the project, with the decision not to address the issue of fast food, junk food and soft drinks. The program has changed focus to promoting a

city structure and transport system that will benefit people's health, reduce poverty, improve the environment, and be conducive to friendliness and thus more sociable living conditions.

Objective 1 was changed to working with policymakers to change their attitudes towards transport, or at least to prevent them from continuing to ban or make conditions difficult for fuel-free transport, and to shift their focus from simply providing better conditions for the car.

Objectives 2 and 4 remained unchanged.

Objective 3 was deleted.

ACTIVITIES

- ❑ **Planned:** Produce materials on the importance of the problem of obesity/overweight and on measures to reduce the problem, and distribute to policymakers, medical workers, and others
- ❑ **Actual:** The WHO Global Strategy on Diet, Physical Activity and Health was translated into Bengali, and will be printed and distributed in the 2nd year of this project. Since the project moved its focus away from obesity, no other activities were conducted.

- ❑ **Planned:** Create a campaign for a high tax on junk food/soft drinks and ban/limits on ads for them
 - Study, then produce and widely disseminate a report on the issue
 - Conduct at least one protest demanding high tax on junk food/soft drinks
 - Meet with at least three journalists to get articles into the newspaper on the issue
 - Tape and air one radio program on the issue
- ❑ **Actual:** Due to the change in objectives, this activity was not carried out.

- ❑ **Planned:** Convince government to ban/enforce ban on car parking on at least five footpaths in Dhaka within two years
- ❑ **Actual:** We obtained, studied, and summarized a 720-page book on parking; the summary is available on WBB's website. We used the summary to draft a report in Bengali on parking. The report will be printed in 2006 and activities on parking begun in earnest at that time. We also include information on parking in our advocacy events and other reports.

- ❑ **Planned:** Document the importance of walking and explain the conditions needed to make walking safe and attractive
- ❑ **Actual:** Much progress was made in learning about issues on walking and footpaths, and a report was drafted. It will be completed and printed in 2006. We also include information on the importance of walking in our advocacy events and other reports.

- ❑ **Planned:** Encourage bicycling and walking through a number of other events/activities (some specified below)
 - Produce and widely disseminate a report on the issue of walking, and obstacles to it (including why vendors should be allowed to stay, the importance of lively neighborhoods, and the need for children to have access to footpaths as play spaces
 - Conduct at least two rallies combining walking and cycling to promote better infrastructure in Dhaka to support physical activity
- ❑ **Actual: Promote fuel-free transport for poverty reduction, environment, etc.** Rickshaws have many significant advantages: they use no fuel, provide many jobs to the needy, provide convenient and safe door-to-door transport, and emit no fumes. However, their poor image is leading the government to ban them on many streets. Bicycles are

completely ignored by the government as a form of transport, and walking is given a nod but virtually no planning occurs to improve the situation of pedestrians. WBB both fights the bans and tries to promote the benefits of rickshaws and other fuel-free transport. The report on footpaths, walking and vendors will be printed in 2006.

- ✓ On 8 March 2005, on the occasion of International Women's Day, RFP member Shadesh Unnayan Kendra organized a cycle rally to promote cycling for women (generally considered unacceptable and immodest). It was covered in 8 newspapers.
 - ✓ On 24 March 2005 at WBB Trust, we organized a seminar on Dhaka's Transport Situation, Present and Future. Government as well as NGO officials attended. It was covered in 7 newspapers.
 - ✓ RFP organized a seminar on 23 May 2005 to promote the role of bicycles in a sound transportation system. It was covered in 6 newspapers.
 - ✓ On 5 June 2005, RFP member Hunger Free World organized a cycle rally to promote the use of bicycles to preserve the environment. It was covered in 6 newspapers.
 - ✓ RFP organized a roundtable discussion on 20 June 2005 on the subject of transport and a "Green City" (the theme of this year's World Environment Day) in response to the theme of transport being removed from this year's WED celebrations. The discussion was covered by two TV channels, one radio station, and 15 newspapers.
 - ✓ RFP organized a banner campaign, displaying 30 banners on the campus of Dhaka University for promotion of cycling and control of motorized vehicles on 26 June 2005, following the death of a student, killed by a bus.
 - ✓ On 20 July 2005, at the National Press Club, we organized a press conference on transport and poverty reduction. About 40 journalists attended.
 - ✓ On 7 September 2005, we recorded a radio program on the role of transport in a green city.
 - ✓ On 16 October 2005, RFP organized a seminar on transport and poverty reduction at the offices of Dhaka Transport Coordination Board (DTCB). Many DTCB officials as well as RFP members attended. While a couple of the DTCB members were hostile, many were open to the ideas presented.
 - ✓ On 20 November 2005, the newspaper Desh Bangla and WBB co-organized a roundtable on Transportation and Poverty Reduction at the Desh Bangla office. It was covered in 6 newspapers, as well as one full page of coverage and one article in Desh Bangla.
 - ✓ In January 2006, we produced a radio program on rickshaw bans.
 - ✓ WBB built two model rickshaws. One didn't work out so well, but the other now regularly plies the streets, and in 2006 we will make 10 more, to set up a model rickshaw program with trained and uniformed drivers and posted fares.
 - ✓ WBB continues to make a small quantity of cycles available for purchase on installment, to make it easier for the lower middle class to buy bicycles.
 - ✓ An informal cycle rally is carried out every Friday morning, with music. Usually 15-20 people attend. Our volunteers (Momin and Topon) help with it.
 - ✓ WBB regularly collects, photocopies, and sends to government officials the news clippings from our different programs.
 - ✓ WBB sent a letter to the Prime Minister and mayor about the importance of fuel-free transport, given the increasing cost of fuel. The Prime Minister responded positively.
 - ✓ WBB sends all its publications to government officials, international agencies, NGOs, and libraries throughout the country.
- **Planned:** Train 200 girls/women to ride bicycles within one year.
 - Work with Roads for People members to hold classes for girls to learn to cycle/
 - **Actual:** We ourselves trained 242 children and youth to cycle, of which 58 were girls. In addition, two other organizations (Ushika and MANOBK) began regular cycle training, but we don't have their statistics on how many people they have trained. While we did

not meet our objective, we did train a significant number of people, and the program is continuing.

- On 27 October 2005, WBB began cycle training on the street in front of our office, every Thursday and Saturday from 3 to 5 pm. We contributed 15 cycles to the program. In January 2006, two volunteers, Momin and Topon, joined the program to help with the logistics and training. In addition, several slum children earn a little money by fixing the bicycles and helping run the program.
 - In November 2005, Ushika began a cycle training program in their own area of the city (Kola Bagan), borrowing 10 cycles each week from WBB, to run their program every Friday from 3-5 pm. About 50 children regularly join their program.
 - In December 2005, WBB gave one cycle each to 3 NGOs (Ushika, Usha, and Dhaka Cycling Club) to use in training children to cycle.
 - In February 2006, WBB gave RFP member Ushika five bicycles.
 - MANOBK began cycle training every Friday morning at the staff headquarters (government housing) field in Kola Bagan in February 2006. WBB gave them five bicycles to support the program.
- **Planned:** Strengthen movement to demand cycle lanes on five major roads in Dhaka (and support a similar movement in Chittagong, Bangladesh's second largest city)
- Work with Young Power for Social Action (YPSA) in Chittagong on a campaign to convince the mayor to create cycle lanes there.
 - Disseminate our plan for road space (allowing for separate cycle lane, rickshaw lane, and bus lane) through reports, press conferences, and meetings with journalists and politicians.
- **Actual:** Demand for cycle lanes were incorporated into our materials and various demonstrations also focused on the issue.
- On 22 October 2005, on the occasion of National Road Safety Day, RFP organized a cycle rally demanding separate cycle lanes. About 25 cyclists participated, and it was covered in 20 newspapers and on 3 TV channels.
 - On 28 November 2005, Bangladesh Poribesh Bachao Andolon (save the environment movement) organized a demonstration demanding separate lanes for rickshaws, with the support of WBB. Ten newspapers and one TV channel covered the protest.
 - On 16 December 2005, on the occasion of Victory Day, WBB organized a day-long cycle rally to campaign for cycle lanes. It was covered in 5 newspapers.
 - In March 2006, we held our national workshop on transport and development, in which YPSA from Chittagong participated; we also had individual meetings with YPSA staff to discuss moving forward.
- **Planned:** Convince government to decrease from 75% to under 30% the tax on bicycles and bicycle parts, within two years
- Hold cycle rallies and other demonstrations demanding cycle lanes and lower taxes on bicycles
- **Actual:**
- On 27 April 2005, RFP organized a cycle rally demanding an end to taxes on bicycles to make them affordable to the poor. We rode to the National Board of Revenue in excruciating heat, where we presented a petition to very surprised authorities. The rally was covered in 11 newspapers.
 - On 9 May 2005, RFP member Usha organized a banner campaign demanding an end to/reduction of the tax on bicycles. It was covered in 8 newspapers.
 - On 26 February 2006, RFP organized a cycle rally demanding a reduction of the bicycle tax, riding to the National Board of Revenue to present our demand to the chairman. Sixty cyclists attended, and the demonstration was covered in 13 newspapers.

- **Planned:** Create 10 cycling clubs within one year (with regular activities/outings)
 - Organize competitions and other activities to promote cycling/clubs
 - Support Roads for People members in creating clubs in their areas (including possibly making available cycles at low cost)
- **Actual:** Cycling clubs did not materialize, but we did promote cycling in other ways, and began a regular Friday group ride.
 - On 7 September 2005, in response to rising fuel prices, RFP organized a cycle rally with the message “Decrease dependence on fuel, increase dependence on bicycles”. The demonstration was covered in 19 newspapers.
 - In January 2006, WBB sold 20 cycles on installment.
- **Planned:** Create facilities for cycle parking in 10 areas in Dhaka within one year
 - Discuss with different markets and schools/colleges/universities about importance of cycling and need to provide parking
- **Actual:** This activity was not fully carried out, but we did build two cycle stands as models, one at the WBB office and one at BEVCO.
- **Planned:** Work with five neighborhood associations to create temporary bans on car traffic to allow children to play in the street
 - Support Roads for People members in this activity
 - Provide them with leaflets (already printed) and other materials as needed
- **Actual:** WBB Trust, MANOBIK, and Ushika all regularly carry out cycle training, and other organizations have expressed an interest in beginning (see above).

Other activities

- **Planned:** Collect books, articles, web search, study, meet experts
- **Actual:** Many books collected and read, regular subscription to *Carbusters*, regular search of web, belong to two listservs (one for World Carfree Network and one on Carfree Cities), have met with many experts at conferences and through e-mail.
- **Planned:** Conduct survey on eating habits and physical activity
- **Actual:** Not carried out.
- **Planned:** Conduct surveys on prevalence of bicycling in Dhaka
- **Actual:** Two surveys were conducted, in cooperation with various RFP members, and the reports distributed.
- **Planned:** Conduct surveys on noise pollution (expected to be reduced over long period if motorized transport is decreased in favor of walking/cycling)
- **Actual:** A survey was conducted, the report printed, and a press conference held to disseminate the results. This program has been transferred to WBB’s environment wing, which in cooperation with other NGOs is engaged in a lengthy campaign to demand passage of the draft regulations to reduce noise pollution.
- **Planned:** Cooperate with WHO and government on new treaty
- **Actual:** As above, the WHO Global Strategy on Diet, Physical Activity and Health was translated into Bengali, but it has not yet been checked or printed.
- **Planned:** Give information to schools and popular TV programs
- **Actual:** Not carried out. We supported Ushika in planning a program to encourage school children to walk or cycle to school, but due to various reasons, he did not start the program.

- **Planned:** Possibly work with government on identifying additives and nutritional content of fast food and soft drinks
- **Actual:** Was abandoned due to change in objectives.

- **Planned:** Maintain regular communication with international groups (especially ITDP, World Carfree Network, and partner groups in China, Philippines, and Vietnam)
- **Actual:** We maintained regular communication, had two articles printed in WCN's magazine *Carbusters* (a cover story on the rickshaw ban, and one on cycle training). We also started a program in Nepal, as well as maintaining contact with programs in China and the Philippines. Four Bangladeshi colleagues (Ruma, Amit, Buddho, Mahbub) and DE traveled to Vietnam at the end of March 2006. While the visit was mainly on gender, a brainstorming session was also held, with the assistance of Shoba, to discuss potential goals, objectives, and activities for the Vietnam RFP program. The VN office agreed to start the program, and Kieu Ha agreed to work part-time on it.

- **Planned:** Attend Towards Carfree Cities (Budapest, July 2005) and conference on walking (Zurich September 2005)
- **Actual:** WBB and PATH Canada staff Saifuddin Ahmed and Debra Efroymsen attended Towards Carfree Cities V and Walk 21, and DE presented:
 - Efroymsen, D, Participant on panel, "The right to mobility for all." Towards Carfree Cities V, Budapest, July 2005.
 - Efroymsen, D, Oral presentation, "Saving the cycle rickshaws of Bangladesh." Towards Carfree Cities V, Budapest, July 2005.
 - Efroymsen, D, Speaker in plenary, "Strategies for everyday walking culture". Walk21, Zurich, September 2005.

- **Planned:** Document our work (regular reporting of activities, update of website, collection of newspaper clippings, videos, still photography)
- **Actual:** We write regular reports on our activities, regularly update the website, collect newspaper clippings of coverage, and have video and still photography coverage of our events.

- **Planned:** Evaluate our efforts
- **Actual:** This report represents a semi-evaluation; in addition, at the annual WBB retreat, we discuss progress towards meeting our objectives and ways to improve the effectiveness of our program.

Additional activities

In addition to the above activities, and due to a redirection of our program, we conducted other activities not anticipated in the proposal, as below:

- **Protests against rickshaw bans:** Worked with many organizations, in Bangladesh and internationally, to protest government plans to progressively ban rickshaws from major streets.
 - ✓ WBB staff regularly met with journalists, providing them with information on different transport issues, particularly rickshaw bans, to generate positive press for rickshaws and protests against rickshaw bans, as well as other good coverage on our issues.
 - ✓ WBB sent a letter to Dhaka City Corporation protesting the rickshaw ban on Mirpur Road, and sent a letter about proper road management (giving lanes to rickshaws rather than banning them) to the Prime Minister.

- ✓ We facilitated a number of letters from Dr. Mahbubul Bari (editing, doing the local mailing) to the Country Director of the World Bank and many other officials, protesting rickshaw bans.
- ✓ On 2 March 2005, at WBB Trust, we organized a press conference on the situation on Mirpur Road following the rickshaw ban. Twenty journalists attended. The news was carried in eight newspapers.
- ✓ On 14 August 2005, in response to a news item in the Daily Star about a planned further ban on rickshaw, WBB, Dhaka Cycling Club, and Ushika organized a signature campaign in three places in the city, collecting 10,000 signatures against rickshaw bans. It was covered in 4 newspapers.
- ✓ In conjunction with the anti-rickshaw ban program on 14 August 2005, RFP presented the 10,000 collected signatures to the mayor of Dhaka.
- ✓ On 16 August 2005, WBB organized a cycle rally to protest bans on fuel-free transport on various roads. About 30 cyclists participated, and was covered in 9 newspapers.
- ✓ On 19 November 2005, RFP member Ushika organized a protest of a rickshaw ban, asking instead for separate lanes for rickshaws. It was covered by 8 newspapers and one TV channel.
- ✓ On 22 December 2005, at the Engineering Institute, the Civil Engineers Division organized (in their name, we did all the work) a seminar on the arguments for and against rickshaw bans, with Dr. Mahbubul Bari, visiting from England, as the presenter. The Minister of Communications, Barrister Nazmul Huda, attended and spoke in favor of rickshaws (!), saying they are an important form of transport and that the city should issue a further 50,000 rickshaw licenses. The seminar was covered in about 6 newspapers and covered on one TV station.
- ✓ On 24 December 2005, at the Reporters Unity, we organized a press conference on the arguments for and against rickshaw bans, with Dr. Mahbubul Bari, visiting from England, as the presenter. About 20 journalists attended, and the news was carried in about 15 newspapers.
- ✓ In January 2006, a letter was prepared and sent to Dhaka Transport Coordination Board (DTCB) and cc'd to many other departments and organizations about the minutes that DTCB prepared on a meeting at their premises in which WBB was invited to present on poverty and transport. The minutes gave a very false impression of our presentation, and in the letter, we attempted to correct the minutes.
- ✓ On 9 February 2006, the RFP alliance held a planning meeting for the year's activities. In addition, a capacity building activity was carried out, with Shakil ben Kasem, lecturer at the Bangladesh University of Engineering and Technology (BUET) presenting on the role of rickshaws in the transport system and arguments to common myths about rickshaws.
- ✓ In March 2006, Shakil ben Kasem from BUET shared with us a report from the Dhaka Transport Coordination Board (DTCB) trying to show how extremely successful their last few years of work have been and how rickshaws should be entirely banned. The work claims success despite slower bus speeds; the financial costs they gave for slower bus travel were ten times higher than the savings from faster car travel. DE and Mahbubul Bari began working together to draft a response to the report.

□ **Capacity building**

We did not specifically address capacity building in our objectives or activities in our original proposal, but it is an extremely important part of our work, given the ignorance of virtually everyone in the country about sustainable transport issues, and the intensive anti-FFT (fuel-free, or non-motorized, transport) propaganda carried out by government and media for years. Various capacity building activities are mentioned above, under different topics; in addition:

- ✓ In February 2006, Debra Efroymson presented on women and transport to the WBB staff.
- ✓ On 14 March 2006, Debra Efroymson gave a talk on “Livable Cities, International Lessons” to the Department of Urban and Regional Planning (URP) of Bangladesh University of Engineering and Technology (BUET) for the URP Seminar Series. About 50 people attended, including students and professors, and lively debate ensued. The talk was well received, if strongly opposed by one of the professors!

National Workshop

On 10-11 March, WBB Trust organized a workshop on transport and development at Koitta, Manikganj. It was attended by staff of 10 Dhaka-based NGOs and 24 NGOs from throughout the country, for a total of 34 participants, plus WBB staff and volunteers. Two professors/lecturers from BUET spoke at the first day’s plenary. The subjects and powerpoint presentations are all on a CD shared with colleagues in various countries (Anima translated all the presentations into English). Response to the workshop was very positive, with people expressing a great interest in carrying out the activities that were discussed in the mini-workshops.

The subjects at the workshop were:

- ❑ Transport and poverty reduction
- ❑ The role of rickshaws in Dhaka’s transport system
- ❑ Women and transport
- ❑ Livable cities
- ❑ WBB Trust’s work on Roads for People

The mini-workshops were on:

- ❑ Increasing cycle use
- ❑ Children’s play space/cycle training
- ❑ Role of rickshaws
- ❑ Trains
- ❑ Footpaths and car parking

Another important aspect of the workshop was that all mini-workshops and most plenary speeches were in-house, that is, conducted by DE and by WBB staff, from different departments.

Outputs/Deliverables

- **Planned:** Newspaper articles published
- **Actual:** Many newspaper articles published.

- **Planned:** Radio programs aired
- **Actual:** Two radio programs were aired (on green cities and on rickshaw bans).

- **Planned:** Reports printed
- **Actual:** Three reports printed, many more nearly finished, a few reports photocopied and distributed.

- **Planned:** Meetings with network members held
- **Actual:** Monthly meetings held with network members, and a few additional meetings for yearly planning, capacity building, and event planning.

- **Planned:** Letters sent
- **Actual:** Many letters sent, including press coverage, and also letters making various demands or informing policymakers of various issues.

- **Planned:** Press conferences held
- **Actual:** Four press conferences were held; in addition, we held many informal meetings with journalists.

- **Planned:** Protests organized
- **Actual:** More than ten demonstrations were organized, some by WBB ourselves, others by RFP members but with intensive support (in organizing, media support, etc.) from WBB. We also conducted handbill campaigns on different issues.

- **Not planned:** Four seminars were held.

- **Planned:** (Over long term) Changes in infrastructure (tax, advertising, cycle lanes, parking, etc.)
- **Actual:** These will take longer than the program has been in existence to come about.

Results (Outcomes):

- ❑ **Planned:** Policymakers begin working for change, as evidenced by policy statements, plans for activities, prohibition of parking on sidewalks, proposal to lower tax on cycles, etc.
- ❑ **Actual:** This outcome will take a long time to bring about, but we have succeeded in acquiring a voice in transport policy, reluctant though most politicians still are to listen to it! The response of the Prime Minister's Office (PMO) to a letter we sent on the need to expand the role of fuel-free transport; the Engineering Institute of Bangladesh, Civil Engineering Division and BUET agreeing to work with us, Dhaka Transport Coordination Board (DTCB) inviting us to present on transport and development as a result of pressure from the PMO, the slowing down of rickshaw bans, and the positive media attention indicate hope for the future in influencing policy.

- ❑ **Planned:** Better conditions available for physical activity, as evidenced through new cycle lanes, footpaths unencumbered by car parking, etc.
- ❑ **Actual:** Again, this will take a long time; in the meantime, children are more able to exercise, at least in limited parts of Dhaka once or twice a week.

- ❑ **Planned:** 200 girls trained to ride bicycles
- ❑ **Actual:** 58 girls and 184 boys were trained (some are actually youth or adults), through our direct activities; in addition, we support cycle training by MANOBK and Ushika, in which many more people are being trained.

- ❑ **Planned:** 10 cycling clubs formed, with regular activities
- ❑ **Actual:** No cycling clubs were formed, but we regularly organize a group ride on Fridays.

- ❑ **Planned:** The mayor's plan to ban small shops and street markets is unsuccessful.
- ❑ **Actual:** The mayor has not followed through with the plan, though we cannot take credit.

- ❑ **Planned:** During discussion of the government budget, demands are made for encouraging consumption of fresh foods and raising taxes on processed/junk foods;
- ❑ **Actual:** Given the change in objectives, this was not addressed.

- ❑ **Planned:** In some neighborhoods, new initiatives have occurred to make sidewalks and some streets safer for their play.
- ❑ **Actual:** See above re cycle training; only ours occurs on a public street, but MANOBK closes one or two roads in their area to traffic during the training.

- **Planned:** (Intermediate result/outcome): Greater press coverage of our issues (need for better conditions for physical activity, importance of neighborhood shops, problems with processed/junk food, importance of play areas for children).
- **Actual:** We achieved a tremendous amount of press coverage, though not specifically on the above issues. The main issues addressed were our demands for cycle tax reduction and cycle lanes, better conditions for rickshaws, and why not to ban rickshaws.

Planned publications (subjects):

- Transport lessons from Mirpur Road experience: **1,500 copies printed**
- Modal share (space taken by MT vs. NMT): **1,000 copies printed**
- Motorized (MT) versus non-motorized transport (NMT): **1,500 copies printed of report on transport and poverty reduction**
- Footpaths, walking: **Mostly completed**
- Research on effects of TV watching and children, and recommendations: **Mostly completed**
- Fast food, junk food, soft drinks, overweight and obesity: **Translated parts of the WHO Strategy on Diet, Physical Activity, and Health; not completed**
- Peak oil: **Translated documents on peak oil and climate change; planned to be included in report on need to reduce energy use**
- Rail and road safety: **Mostly completed**
- **Parking: Not planned, but mostly completed**
- CD ROM on roads: current situation and plans: **Video CD created in English; Bengali version needed editing, to be redone**
- **CD containing much information on our work: Not planned;** sent and gave CDs to colleagues in the US, Malaysia, Taiwan, Nepal, the Philippines, India, Vietnam, Canada, and England

Publications

- Efroymson, D and ZR Litu, "Taking School into the Streets" in *Carbusters* Issue 26, Mar-May 2006.
- Bari, M and D Efroymson, *Vehicle Mix and Road Space in Dhaka: The Current Situation and Future Scenarios*. WBB Trust, Dhaka: December 2005.
- Bari, M and D Efroymson, *Rickshaw Bans in Dhaka City: An Overview of the Arguments For and Against*. Roads for People, Dhaka: August 2005.
- Bari, M and D Efroymson, *Efficient Use of Road Space and Maximisation of Door-to-Door Mobility: Suggestions for Improvements in Dhaka*. WBB Trust, Dhaka: June 2005.
- Efroymson, D and M. Rahman, *Transportation Policy for Poverty Reduction and Social Equity*. WBB Trust, Dhaka: May 2005.
- Efroymson, D. "Dhaka's Rickshaws Under Threat" in *Car Busters* Issue 22, Jan-Mar 2005.
- Efroymson, D. and M Bari, *Improving Dhaka's Traffic Situation, Lessons from Mirpur Road*. WBB Trust, Dhaka: February 2005.

In addition, we printed/created (some of the printing was free, using waste paper from other printing):

- ✓ A report on the 2004 survey of the number of cycles on different streets in Dhaka (Bengali only);
- ✓ Two stickers (6,000 each) on the issue of women and transport, one pro-rickshaw, and the other encouraging the use of bicycles for female mobility, in the name of 12 different RFP NGOs, and 2,000 small stickers with our messages;
- ✓ About 5,000 postcards and 3,000 bookmarks with RFP messages;
- ✓ 2,000 desk calendars, with message on giving road space for children's play, FFT, rail, cycling, and separate lanes for bicycles and rickshaws;

- ✓ About 20,000 handbills on different issues;
- ✓ 1,000 copies of the WBB newsletter “For the Country”, including much information on FFT;
- ✓ A report on our reactions to the Strategic Transport Policy.

Key successes

- ✓ RFP developed a very strong relationship with media, achieving, over the course of 2005, a radical change in journalists’ opinions of the ideas we present: from utter hostility and misunderstanding to agreement and support.
- ✓ RFP also developed a strong relationship with various government authorities working on transport. They may not love us, but they are forced to sit with us, and listen to our ideas. This is indicated by DTCB inviting us to present to them on transport and poverty, and the Prime Minister’s office (PMO) actually replying to our letter on fuel-free transport (and DTCB’s program was apparently a result of the PMO’s pressure). The BRTC (Bangladesh Road Transport Corporation) chairman invited us to a meeting in response to a letter he sent, and pledged his support for our work promoting bicycles.
- ✓ New positive relationship with the Civil Engineering Division and the Urban Planning Department of the Bangladesh University of Engineering and Technology (BUET) developed. Having highly-respected technical institutions eager to work with us is a major success given our lack of background or technical experience on the issues.
- ✓ Development of a close relationship with Dr. Mahbulul Bari, transport engineer in the UK, who continues to work closely with us on responding to government policy on transport, and in other areas. His technical expertise helps fill in our own gaps, and he greatly appreciates having an on-the-ground advocacy organization with which to cooperate.
- ✓ Our cycle training program is *immensely* popular. Children and teenagers now come not just on the days when the program runs, but all week, asking for the loan of bicycles; they nag and pester their parents for permission to come, and the parents keep asking us how long we will maintain the program. Nobody complains about the space we take in the road, and various other NGOs have expressed an interest and another RFP member also began, while others made plans to start in 2006.
- ✓ World Bank was forced to admit that perhaps they shouldn’t have been so anti-rickshaw; they organized a workshop to modify their views, and informed the press that they would not support rickshaw bans, or give any more money to the government for transport if they continue the bans (liars), unless it is proven that the advantages to rickshaw users and pullers outweighs the disadvantages.
- ✓ RFP gained international attention and recognition. Debra Efrogmson was invited to be a plenary speaker at both Towards Carfree Cities and Walk21; Joel Crawford, author of *Carfree Cities* and a key figure in the carfree cities movement, highly praised the article I co-wrote with Litu on children’s street learning, saying it was one of the best he’d ever seen in Carbusters.
- ✓ RFP members gained expertise and knowledge about transport issues and how to work on them.

Final note

Although the program has changed greatly from when the proposal was submitted, and we were not able to meet even all of our still-current objectives, we feel that the program was still a great success. We did a tremendous amount of work, supported by our network, and that work had an impact on media and, to some extent, policymakers. Roads for People is now well-known; for instance, the mayor’s personal secretary, when our project officer Maruf visited, said to the mayor: “These are the people who send us so many letters and reports!” We have formed collaborations with well-respected individuals and organizations, and gained much focus in our work.

It is difficult to keep on track with regular programming in the midst of political struggles like the ongoing rickshaw bans, but we were still able to print three publications, as well as produce other informal ones, and make a good deal of progress on publications that will be printed in 2006.

Our own understanding of the issues has also increased dramatically. Maruf, our main project officer, is now able to present at various press conferences and seminars, and as mentioned about the national workshop, we now have several people in the office capable of serving as trainers on the issue.

Achieving actual physical change on these issues will be a long-term, frustrating process, given the highly entrenched interests that we are fighting. However, work to date gives much sign of hope, and by complementing this project with work on ecocities, we anticipate achieving far more in 2006.

Reducing Obesity and Encouraging Physical Activity in Dhaka					
		BUDGETED		ACTUAL (explanation)	
		Taka		Taka	
Salary	3 project officers @ 12,000 taka/person x 12 months	432,000		For most of the period, we had only two project officers.	338,000
Press conferences	4 conferences @ 10,000 taka/each	40,000		This is the sum for three press conferences; one was billed as a seminar.	40,039
Radio programs	3 @ 18,000	54,000		Only two radio programs were made.	36,000
Demonstrations	5 @ 5,000	25,000		Far more demonstrations were held than planned.	71,767
Printing	reports, stickers, shirts...	300,000		We completed fewer reports than planned.	180,121
Refreshments, other meeting costs	2,000 x 18 meetings	36,000		We included seminars in this line, which were not originally anticipated.	295,212
Material dissemination		15,000		This line actually covers communications as well, hence the increase.	30,670
Supplies	computer, CDs, bicycles...	200,000		We used other WBB's supplies and thus saved a lot of money. Book on parking: \$57.96 Other books: \$95.97	21,905
Attendance at intern'l conferences	2 people x 2 conferences	US\$5,600		Carfree Cities attendance: \$3,839 Walk21 attendance: \$2,004.38	7,016 (visa fees)
Documentation	2,000/month x 12 months	24,000		Other projects bore the documentation expenses.	0
Local travel	1,000/month x 12 months	12,000			5,912
Misc	contests, etc..	26,000		Expenses for running our cycle training are included here.	60,026
	Sub-Total Taka	1,169,600			1,086,668 or roughly \$18,111.13 ¹
	Sub-Total US\$				\$5,997.31
	(Approx. US\$19,400 + 5,600 = \$25,000) Total US	\$25,000			\$5,997.31+ \$18,111.13= \$24,108.44
				Amount remaining	\$25,000- \$24,108.44 = \$891.56 (64,192² taka)

¹ Using rough average value of 60 taka = US\$1.

² Using current value of 72 taka = US\$1.

In-kind contribution: WBB Trust contributed rent, utilities (except for one water bill included in miscellaneous), documentation costs, most communication costs, salaries for management, administration, and accounting, and much equipment (computers, still camera, video camera, fax machine, scanner, etc.). In addition, Debra Efroymsen contributed her time. Most WBB staff at some point have helped with the RFP project, making a considerable in-kind contribution (e.g. Hillol, our media officer, is writing the report on TV and children; a volunteer translated, Jhumur our receptionist typed, and Tahin our tobacco control officer is correcting the WHO Global Strategy report; Tahin also wrote our reports on parking and footpaths). Some of our printing was also free (using scrap paper) or charged to other projects due to overlap, such as the desk calendars, postcards, stickers, bookmarks, and WBB newsletter.

Notes on budget:

- Salary declined in August 2005 due to the departure of one project officer, Ratan Ashraful Alam, an architect specializing in road safety. Salary again increased in Dec. 2005 due to the arrival of Syed Saiful Alam.
- Miscellaneous includes conducting of a survey on the prevalence of bicycles on the streets and costs for running our cycle training program (fixing cycles, etc.).
- The changing exchange rate leads to slight discrepancies in the figures overall and the amount remaining. We request that the remaining amount be added to our budget for 2006-2007.

Report prepared by: Ziaur Rahman Litu, Gaous Pearee Mukti, and Debra Efroymsen
April 2006