

ROUNDTABLE MEETING
ON
SUSTAINABLE TRANSPORT DEVELOPMENT ASPECT IN
THAILAND:
Transit-Oriented Development, Equity and
the Environment

***Economic and Social Development
for Transportation Equity***

By

Dr. Suwat Wanisubut

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EQUITY

= Fairness

or

Justice

What is transportation equity?

- *The macro view of transportation equity is to ensure that the needs of all communities, particularly low-income communities, are addressed in transportation policy and the transportation planning process.*
- *Additionally, transportation investments should work to ensure that both the benefits and impacts are distributed equally.*

What is transportation equity?

A simple meaning:

Transportation equity is about working to make a transportation system that allows everyone – regardless of gender, age, occupation, wealth, or physical ability – to be able to access to work offices, schools, hospitals, places of worship, stores, and other needed services, whether or not they have a car or other vehicle.

- ***Access to transportation determines where people can live, work, shop, learn, and socialize.***
- ***By improving transportation equity, we both increase opportunity, as well as improve quality of life for individuals and communities.***

Transportation Inequity

A big issue in the White-majority countries such as USA

- **A century ago** : Bus issue “Segregate but Equal”

- **Today** : Bike/Pedestrian vs Motorized-vehicles

(Should Bikes and Cars be treated equally?)

: Highway vs Transit (Budget allocation)

Mr. Ray LaHood

(now U.S. Secretary of Transportation) recent statements :

- *“People across America who value bicycling should have a voice when it comes to transportation planning”*
- *“Should we end of favoring motorized transportation at the expense of non-motorized?”*
- *Treat walking and bicycling as equals with other transportation modes (and set a mode share target for walking and bicycling)*

- *“Non-motorized transportation modes (walking, bicycling) are to give people more mobility options that are relatively fast and inexpensive to build, are environmentally sustainable, reduce travel costs, improve safety and public health, and reconnect people with their communities.”*

In Thailand

- **Thailand is a developing country (for until at least next 20 years) : Transportation Equity is not considered a serious issue of concern for most Thai people (both urban and rural) now.**
- **Groups of people affected by transportation equity are low-income people, children and older people, the disabled or physically handicapped, the rural people (vs the urban group).**
- **Motorcycle transport (private and for-hire) plays important roles for transportation equity of the low-income people.**
- ***Outcry voice on transportation equity now comes from disabled people on new mass rapid transit projects in Bangkok.***

Present Issues of concern in Transportation Equity

- Mobility of pedestrians in many commercial areas of urban Bangkok is retarded (or disrupted, discontinued) by street vendors (pushcart market) on footpaths of the streets.
- Communities nearby the planned new mega-projects (that are source of major traffic generations) require government's actions on Traffic Impact Assessment and Mitigations (and investments) before the projects to be approved and go ahead.

QUESTIONS
and ANSWERS