



GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS



GENDER INCLUSIVE MOBILITY

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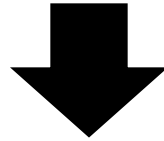


“Women can only pass through public spaces, it does not seem right to linger there.”

-Sandanamary, Resident of Kurukupettu in North Chennai

TWO IMPORTANT ENABLERS TO WOMEN'S EMPOWERMENT

**Freedom of Mobility &
Ease of Access to Public Spaces**



**Access to better economic opportunities
Access to education especially higher
education
Access health care - preventive and promotive
Ability to form and leverage social networks
Right to leisure and the right to “wander”**



WOMEN'S MOBILITY – FACTS AND FIGURES

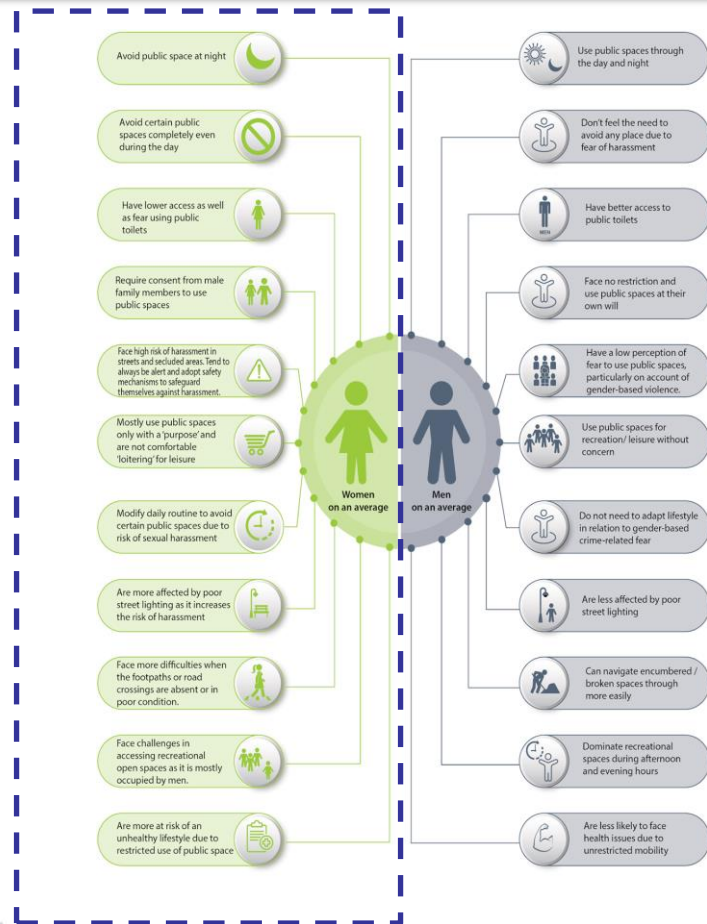
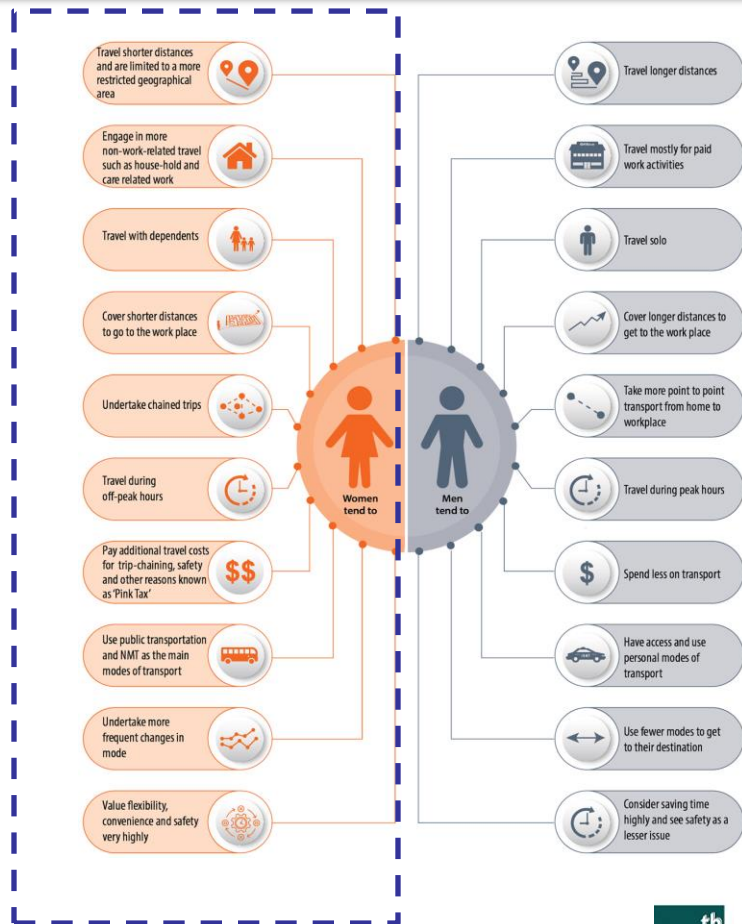
CHENNAI

- 37% of all female trips are through walking when compared to 26% of all male trips
- Fewer women own vehicles (only about 5% of the sample surveyed) when compared to men (44% of the sample surveyed).
- Besides walking, women in the working age also use public transport and auto rickshaws more than men.
- Women travel more outside peak hours.
- For men 2 wheelers are by far the most dominant mode (54% of all male trips). Women's transport modes are more diverse.

Chennai Gender Segregated Mobility Survey- Preliminary Results, Helena Goetsch, Tatiana Peralta Quiros, Gerald Paul Ollivier November 2020



DIFFERENCES – ACCESSING PUBLIC SPACES AND MOBILITY



WHAT DO WE KNOW?

While men and women experience the city differently, historically, the city's public infrastructure and urban mobility systems are **designed** to disproportionately **benefit the male user**.

Infra and service barriers in accessing public transport, lack of safety and social norms severely **limit women's work, education and life choices**.

Sexual harassment on public transport and in public spaces is widely **underreported**.

Accessibility – Density, mix, connectivity and walkability

Acceptability – Safety, comfort, frequency and reliability of PT, level of crowding

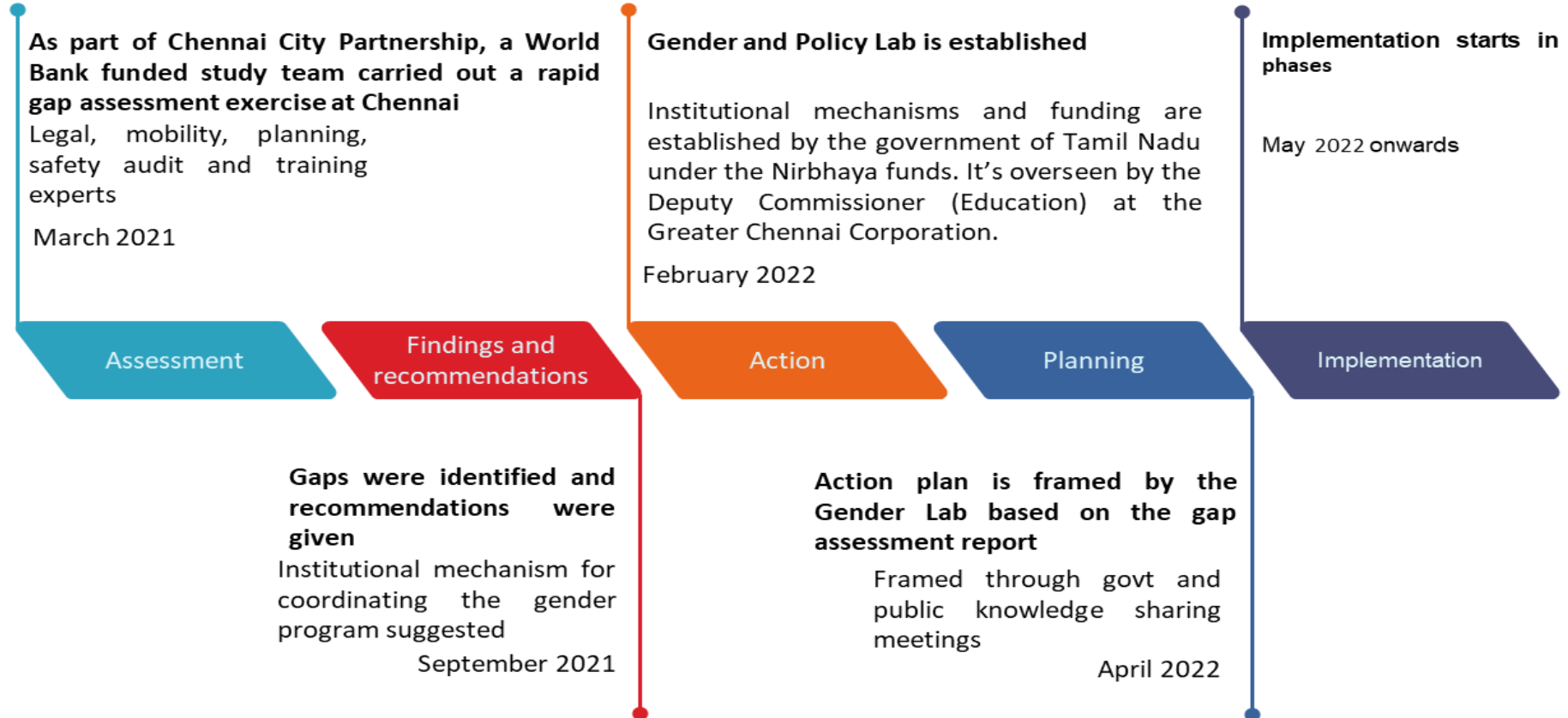
Affordability – Cost of travel

Availability – Multi-modal transport options, gender informed schedules and routes

WHAT WORKS AND WHAT DOESN'T

Little to no effect	Straight-forward procurement projects without addressing deep rooted gender issues
	No change at policy level
	Stand-alone interventions without a broader plan
	Brief training programs
	Social media campaigns without an on-ground advocacy campaign
	Working with girls alone
Effective when designed well and executed	Gaps are studied
	A theory of change is prepared
	An action plan with evidence - based projects addressing issues at multiple levels is formulated
	A monitoring and evaluation plan is made
	Mechanisms for implementing are identified
	Resources and budgets are allocated

GENDER AND POLICY LAB - STORY SO FAR



INSTITUTIONAL MECHANISM – GPL COMPOSITION

Government of Tamil Nadu – Nirbhaya funds project - Apex and steering committee, including implementing agencies

Gender Lab

- Working Group consisting of officers from other departments dealing with women's safety
- Voluntary advisory committee consisting of Civil society representatives

External organizations for carrying out surveys, projects, etc.,

Key implementing agencies –
Greater Chennai Corporation (GCC),
Greater Chennai Police (GCP),
Metropolitan Transport Authority (MTC),
Social Welfare and Women's Empowerment department (SWWED)

Specialists - Gender and M&E, Policy and Communications

Officers from the Greater Chennai Police, Social Welfare Department and the Metropolitan Transport corporation (WG). Civil society representatives and subject matter experts (VAC)

Safety audit firms, social research agencies, training agencies, building contractors etc.

THE FOUR PILLAR APPROACH



PILLAR 1: ASSESS THE GROUND SITUATION

Details the aspects with relations to safety and gender responsiveness that need to be assessed in a city and provides the tools to do it



PILLAR 2: BUILD CAPACITY AND RAISE AWARENESS

Provides an overview of the multiple stakeholders who may require capacity building or awareness building exercises and provides the tools for it



PILLAR 3: STRENGTHEN PLANNING AND POLICY

Provides an overview of policies and laws that need to be strengthened or created and an action plan from implementing them



PILLAR 4: IMPROVE INFRASTRUCTURE AND SERVICES

Contains a series of intervention to improve infrastructure and services to formulate gender safety and inclusiveness in public places and public transport systems at various scales



GENDER AND POLICY LAB: ONGOING PROJECTS (1/2)

Pillar: Assessment of Ground Situation

Organise a city wide perception study on women's safety in public spaces and public transport.

Execute gender inclusivity and usage of public infrastructure audit such as parks , playgrounds and bus shelters.

Conduct an online survey to understand the usage of the parks maintained by the Greater Chennai Corporation.

Review bus shelters in the city to understand whether the design is safety enabling for women.

Pillar: Strengthen Policy

Submit Recommendation Note on Tamil Nadu State Policy for Women, 2021.

Study and strengthen mechanisms within the Greater Chennai Corporation for implementation of the Vishaka Guidelines and ensuring compliance under the Prevention of Sexual Harassment Act of 2013.

Develop white paper on safety of women in public spaces in Chennai: governance and budgetary challenges.

GENDER AND POLICY LAB: ONGOING PROJECTS (2/2)

Pillar: Build Capacity and Awareness

Organise Safety Audit training by Safetipin for participants from GCC, GCP, Tamil Nadu Urban Habitat Board and Civil Society Organisations.

Conduct “Awareness Generation for 181 women’s helpline number” in partnership with SWWE and “PoSH Awareness for GCC Staff” in collaboration with GCC ICC Team.

Conduct orientation programme for GCC Gender Club teachers on running the clubs and facilitating the activities for 70 schools.

Pillar: Strengthen Infrastructure and Services

Provide infrastructure inputs on designs that are gender inclusive - a list of “Dos and Don’ts” for park construction.

Recommend safety features in the bus stops and shelters – incorporated into the design of new stops and shelters when RFPs are floated.

Provide specific updates on other safety enabling infrastructure like street lights and foot paths.

GENDER AND POLICY LAB: FUTURE PROJECTS

Entity	Activity Planned
Civil Society Organisations	<ul style="list-style-type: none"> • Undertake safety audits of: foot over bridges, pedestrian subways, metro stations, MRTS stations and use CSO networks to promote bystander intervention and reporting crimes.
Social Welfare and Women's Empowerment Department (SWWE)	<ul style="list-style-type: none"> • Review the SOP for 181 women's helpline and provide suggestions for improvement and capacity building training for the staff • Review and provide suggestions to update the Tamil Nadu Harassment Act against Women.
Metropolitan Transport Corporation (MTC)	<ul style="list-style-type: none"> • Facilitate safety audits of the bus depots, bus routes and buses along and train staff to collect, analyze and use gender disaggregated data for route planning and operations.
Greater Chennai Corporation (GCC) and other departments	<ul style="list-style-type: none"> • Conduct gender training for the front facing staff of GCC and MTC & Create plug-ins for existing apps like, CMRL, Kaaval Uthavi etc. to enable easy reporting of harassment.

CONCLUSION

Gender and Policy Lab aims to create a system with seamless inter-departmental coordination within the government and outside the system to facilitate gender mainstreaming in urban development.

“What women need in order to maximize their access to public space as citizens is not greater surveillance or protectionism but the right to take risks”

– Shilpa Phadke, in “Why Loiter? Women and Risk on Mumbai Streets.”

