WOMEN IN PUBLIC TRANSPORT

INTRODUCTION

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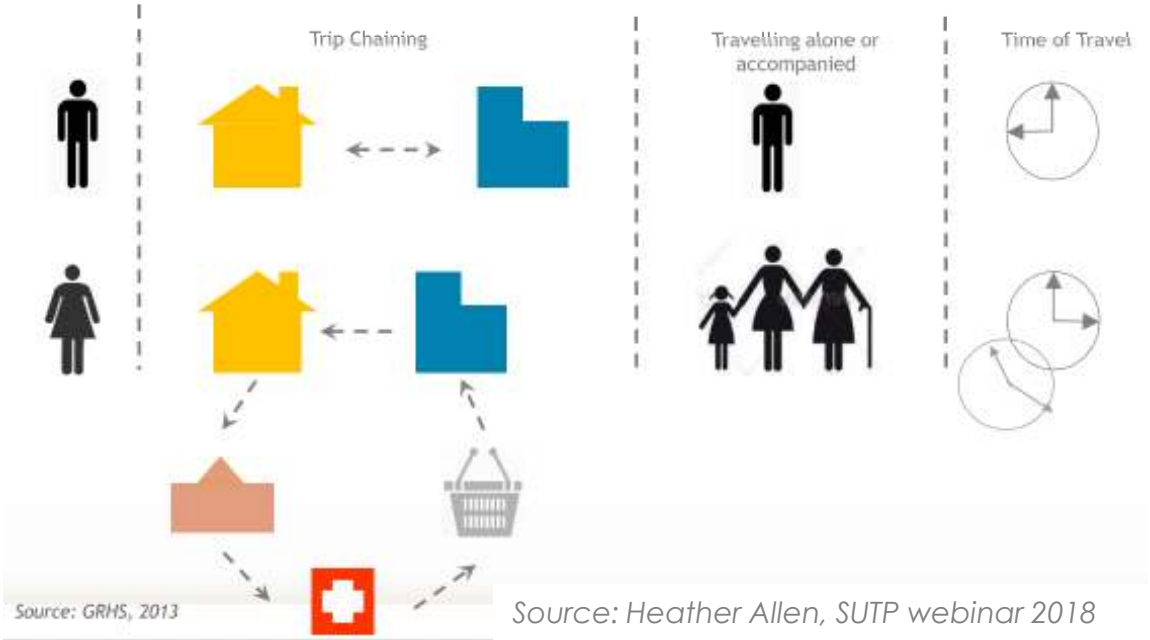
MOBILITY CHALLENGES FOR WOMEN

Women and men have **different mobility habits**:

- More trips in a day
- Diverse purposes (household care, children-care, etc.)
- Different timing
- Modal chain



Source: Heather Allen, SUTP webinar 2018

Security aspects influence women's modal choice

21% of Indian women respondents used personal safety as a **criteria for choosing their mode of transport** compared to 10% of men.
Quoted in FIA 2016.

87% of Australian women have changed their behaviour in at least one way to ensure their own personal safety in the last 12 months
Australia Institute, 2015

20.5% **of women respondents in Dhaka (n=415) stopped using public transport due to safety issues in Bangladesh**
BRAC 2018

69% **of women in the EBRD survey on safety of the Egyptian National Railways are dissuaded from using the train to commute to work because of security concerns.**
EBRD, 2016

PILLAR 1: ADVOCACY

PUBLIC TRANSPORT
FOR ME, FOR YOU, FOR ALL.

Voice your support for the #PT4ME campaign and help ensure a safe public transport environment for all.

An initiative of:

UITP ADVANCING PUBLIC TRANSPORT

WORLD BANK GROUP

More info at:

PILLAR 2: OPERATIONS AND PROJECTS

MOBILITY AND GENDER TASKFORCE FOR MUMBAI RAILWAYS

TOWARDS A GENDER ACTION PLAN

- Provide a transport system shaped by women's lifestyle
- Improve levels of real and perceived security
- Develop Mumbai´s Railways relationship with women
- Increase the number of women at Mumbai Railways

PILLAR 3: OBSERVATORY AND TOOLKIT DEVELOPMENT

- Knowledge sharing
- Planning and design of infrastructure
- Operation and maintenance of mobility services

GENDER ANALYSIS - ENTRY POINTS

- Organisation and governance
- Legal framework and enforcement
- Physical measures and design
- Technology tools
- Awareness and communication
- Education and training

THANK YOU FOR YOUR ATTENTION

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GOOD INTERNATIONAL PRACTICES: LONDON (UNITED KINGDOM)

- In 2000, the UK DoT published its **First Guidance and Checklist for Gender Auditing on Public Transport,** including a checklist "Women and Public Transport"
- In 2006, the Department for Transport implemented the **Gender Equality Scheme Action Plan (2007-2010)** as a requirement of the Equality Act 2006

Key elements:

- Commitment to the adoption of a transport system above all shaped to women's needs
- Complete time series data and detailed info collected by means of statistical surveys

Example of MetroBus, Mexico

VISIBILITY FROM OUTSIDE

Example of Ahmedabad BRT

MEASURES OF CROWDING

Conventional Bus and Bus Rapid Transit (BRT) - number of standing passengers per square meter

- Four standees per m^2 is the benchmark for Europe (UITP 2009) and for Australia (Diec et al. 2010)
    - Four standees per m^2 is also followed by ELSA Spain
- Five standees per m^2 for the USA1 (TRB 2006)
- Eight per m^2 for China's bus sector (AQSIQ 2004).

ITDP (2012) used standing passengers per square meter to measure the level of crowdedness for bus rapid transit (BRT) systems, where overcrowding on BRT buses is defined as **more than five standing passengers per square meter (0.46 per ft^2)** during the peak hour.

LEVEL OF SERVICES FOR QUEUEING AREAS

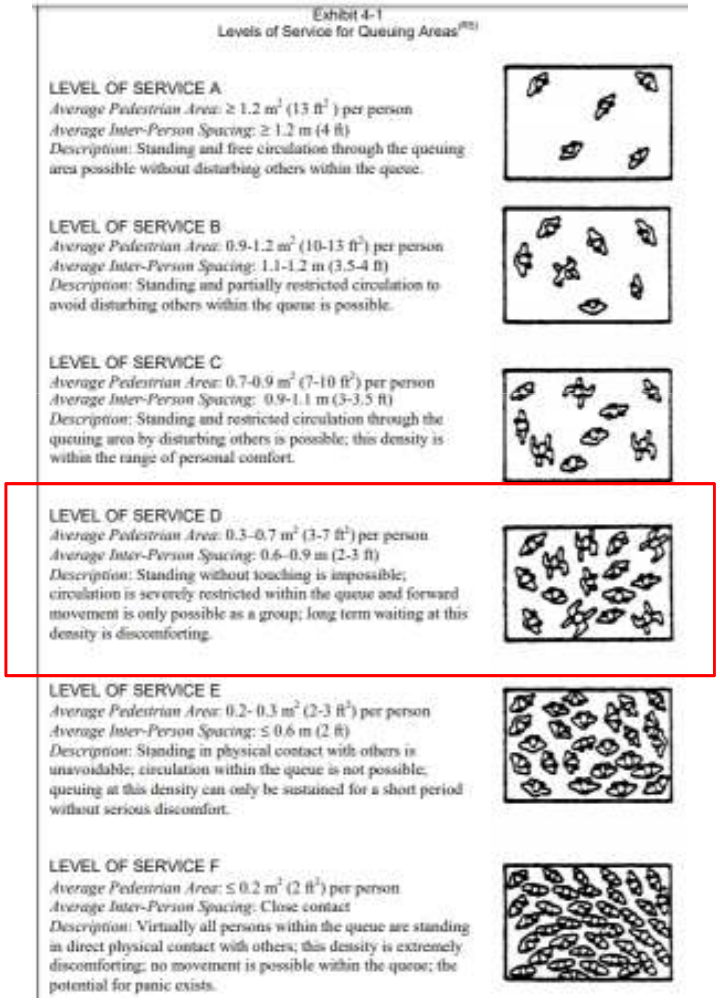


Exhibit 4-1
Levels of Service for Queuing Areas[R5]

LEVEL OF SERVICE A
Average Pedestrian Area: ≥ 1.2 m² (13 ft²) per person
Average Inter-Person Spacing: ≥ 1.2 m (4 ft)
Description: Standing and free circulation through the queuing area possible without disturbing others within the queue.

LEVEL OF SERVICE B
Average Pedestrian Area: 0.9-1.2 m² (10-13 ft²) per person
Average Inter-Person Spacing: 1.1-1.2 m (3.5-4 ft)
Description: Standing and partially restricted circulation to avoid disturbing others within the queue is possible.

LEVEL OF SERVICE C
Average Pedestrian Area: 0.7-0.9 m² (7-10 ft²) per person
Average Inter-Person Spacing: 0.9-1.1 m (3-3.5 ft)
Description: Standing and restricted circulation through the queuing area by disturbing others is possible; this density is within the range of personal comfort.

LEVEL OF SERVICE D
Average Pedestrian Area: 0.3–0.7 m² (3-7 ft²) per person
Average Inter-Person Spacing: 0.6–0.9 m (2-3 ft)
Description: Standing without touching is impossible; circulation is severely restricted within the queue and forward movement is only possible as a group; long term waiting at this density is discomforting.

LEVEL OF SERVICE E
Average Pedestrian Area: 0.2- 0.3 m² (2-3 ft²) per person
Average Inter-Person Spacing: ≤ 0.6 m (2 ft)
Description: Standing in physical contact with others is unavoidable; circulation within the queue is not possible; queuing at this density can only be sustained for a short period without serious discomfort.

LEVEL OF SERVICE F
Average Pedestrian Area: ≤ 0.2 m² (2 ft²) per person
Average Inter-Person Spacing: Close contact
Description: Virtually all persons within the queue are standing in direct physical contact with others; this density is extremely discomforting; no movement is possible within the queue; the potential for panic exists.

- ELSA Spain defined the minimum area for circulation as 0.5 m² per person at the station.
- Furin Standards advised the minimum are of 0.6-0.9 m² for bus station where standing without touching is avoidable.
- The standards can be used to measure the level of service at the bus station in peak and non-peak hours.

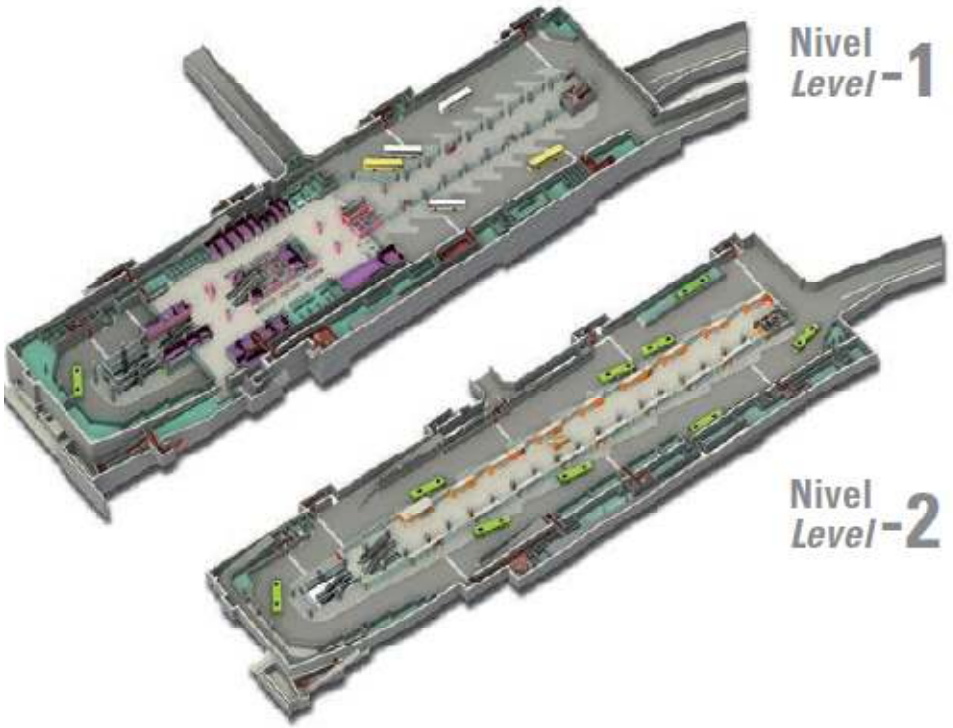
Source: Transit Capacity and Quality of Service Manual

OFF-BOARD FARE COLLECTION

- The location and the number of validators at the stations is very important to avoid queuing and congestion at the station
- The speed of validation will have direct impact on the throughput of the passengers. Thus, AFCS system should be faster.
- Special discount should be offer for women passengers (using personalized card) to promote travel.

GOOD INTERNATIONAL PRACTICES: MADRID INTERMODAL STATION PLAN

https://www.crtm.es/media/157718/intercambiadoresmadrid-web.pdf



GOOD INTERNATIONAL PRACTICES: LA TRANSIT WATCH

Passenger reporting app

Los Angeles (US)

Objective:

- to allow passengers to report graffiti, failures of elevators/ escalators or if a person needs help
- complements existing helplines by offering a discreet way to report suspicious activity
- also allows direct phone contact with the control room and transmission of images

GOOD INTERNATIONAL PRACTICES: 103 IN MUMBAI

Mumbai Police has set up a special helpline to report violence and harassment against women and children. Women are encouraged to report to be mistreated or threatened, and seek help with the police.

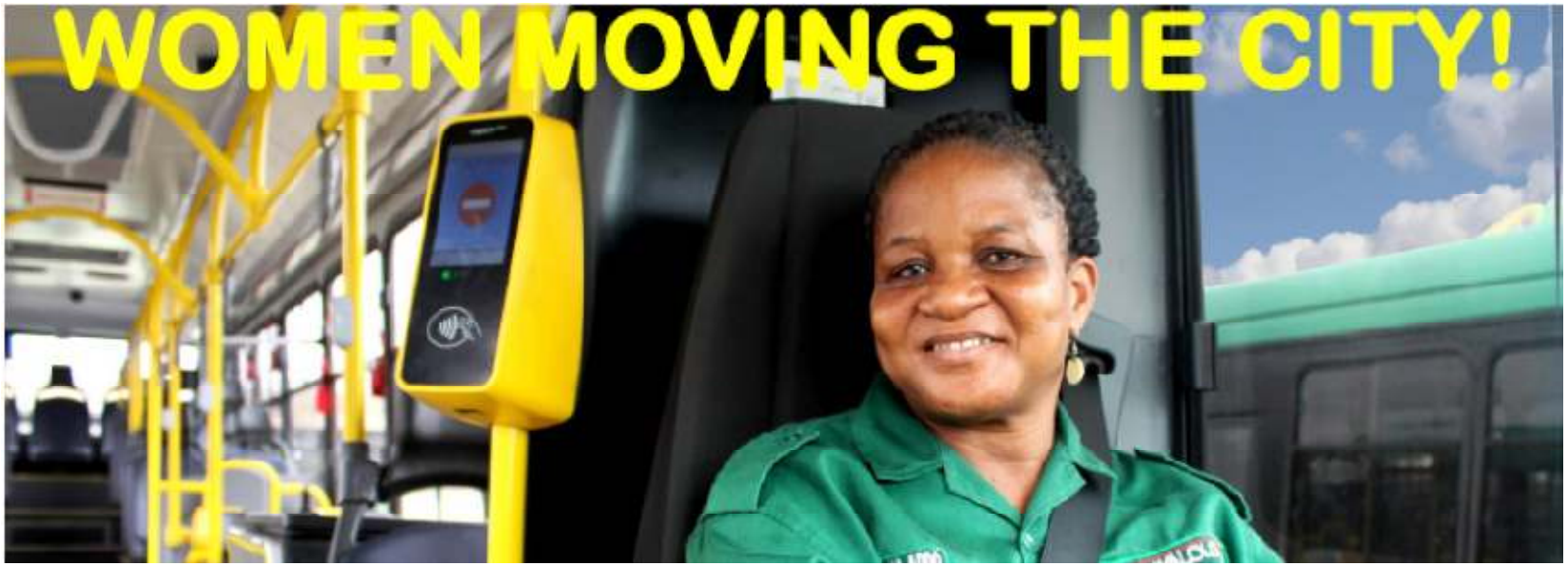
https://mumbaipolice.maharashtra.gov.in/womensafety.asp

Within the Citizen's Charter of Mumbai, special privileges for women are set out, including their case being taken up by female police officers.
https://mumbaipolice.maharashtra.gov.in/women_privileges.asp

GOOD INTERNATIONAL PRACTICES: ACCRA (GHANA)

The introduction of the BRT System was accompanied by extensive capacity building, including mechanics training as well as training for BRT-drivers.

A goal of 10% female drivers was set and supported by a campaign called "Women moving in the city".120 jobs for female bus drivers were created and a free 6-months-course was offered.



GOOD INTERNATIONAL PRACTICES: VARIOUS CITIES (MOROCCO)

This initiative was developed in the context of a partnership agreement between UN Women and ALSA, signed on 23/03/2015.

The objective was to ensure safety during the journey to facilitate women's access to public transport, working together with the local authorities.

There were a number of internal and external measures:

- ALSA fleet as an instrument of sensitisation
- CCTV cameras
- Training programmes to:
    - Drivers
    - Controllers
    - HGV drivers
    - Taxi drivers
    - Minibus & tourist drivers

GENDER TOOLBOX FRAMEWORK

	Mobility	Safety and security	Women employment
Organisation and governance			
Legal framework and enforcement			
Physical and design measures			
Technology tools			
Awareness and communication			
Education and training			