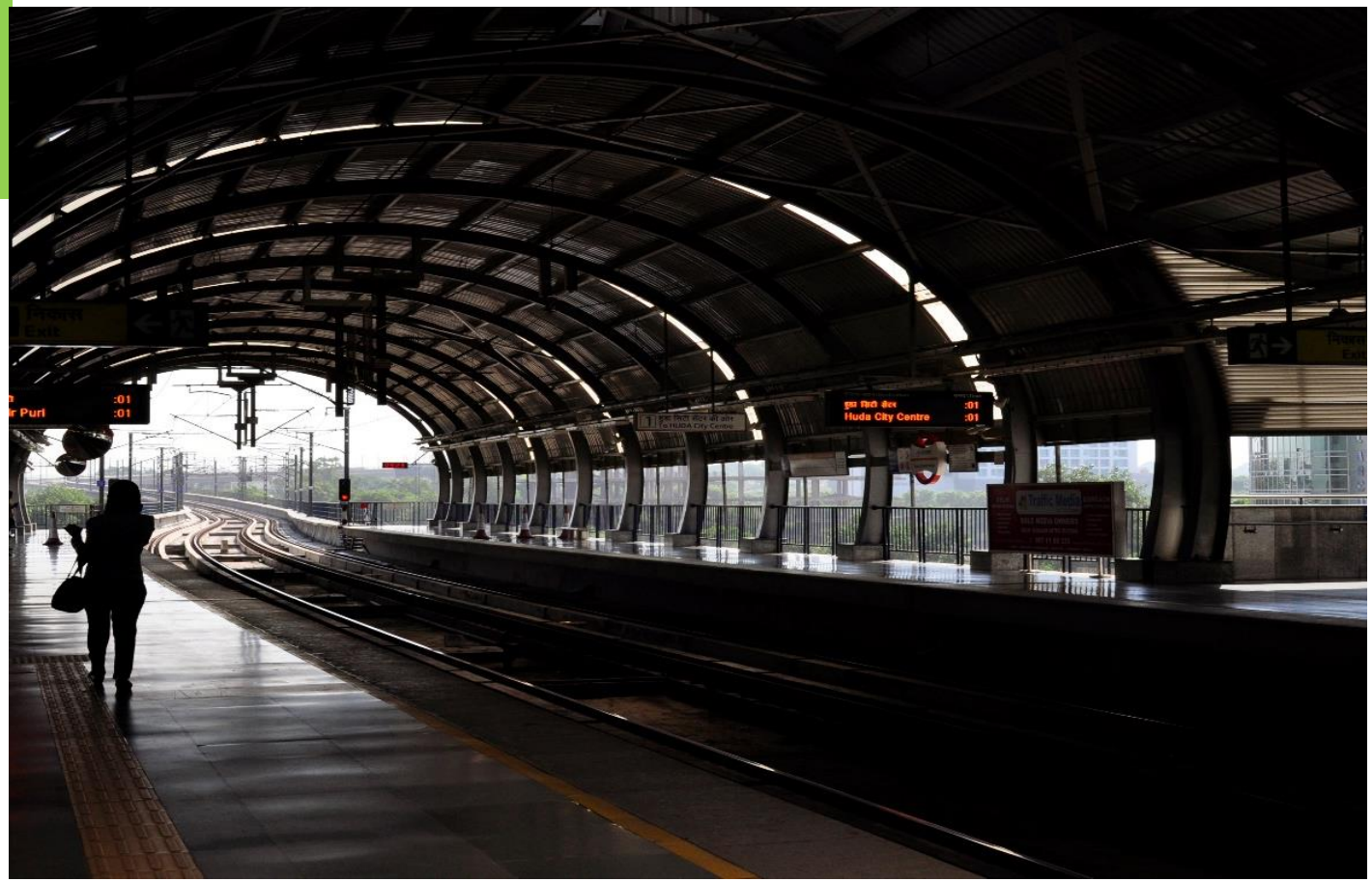
आज़ादी का अमृत महोत्सव

सत्यमेव जयते
GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS

स्वच्छ भारत
एक कदम स्वच्छता की ओर

USING DATA FOR GENDER INCLUSIVE MOBILITY



KALPANA VISWANATH

SAFETIPIN

15th Urban Mobility India Conference & Expo2022

THE CONTEXT

Women's mode of travelling is linked to the burden they carry of the work of care

ILO data shows that women in Indian cities spend 312 minutes a day on housework and men spend only 29

Female Labour participation rate in India has been falling and is currently 20% - among the lowest in the world

NCPCR report (2018) states that 65% of girls who are out of school are involved in household work

In India, 84% of women's trips are either by using public transport, Intermediate public transport or non-motorized transport (including walking) (Census 2011)

Sexual harassment in public places is widely rampant and studies show that a large percentage takes place in public transport of while waiting

ELEMENTS OF A JOURNEY

Access to and from the Public Transport Stop

Waiting at the bus shelter, interchange, terminal

Boarding and alighting the vehicle

Experience in the vehicle

STRATEGIES FOR GENDER INCLUSION

Provision of lighting and good infrastructure at transit points

Improved first and last mile connectivity

Increased presence of diverse women in the transport sector

Robust data collection to understand the different aspects of gender exclusion and gender blindness in transport planning

Transport policies need to made more inclusive

SAFETIPIN

Safetipin is a set of technology tools that work to make our communities and cities safer by collecting and disseminating safety-related information on a large scale through crowd sourcing and other methods.

MY SAFETIPIN

Free App available for public for crowdsourced data on safety

SAFETIPIN NITE

Android App used for large-scale image data collection of streets in cities

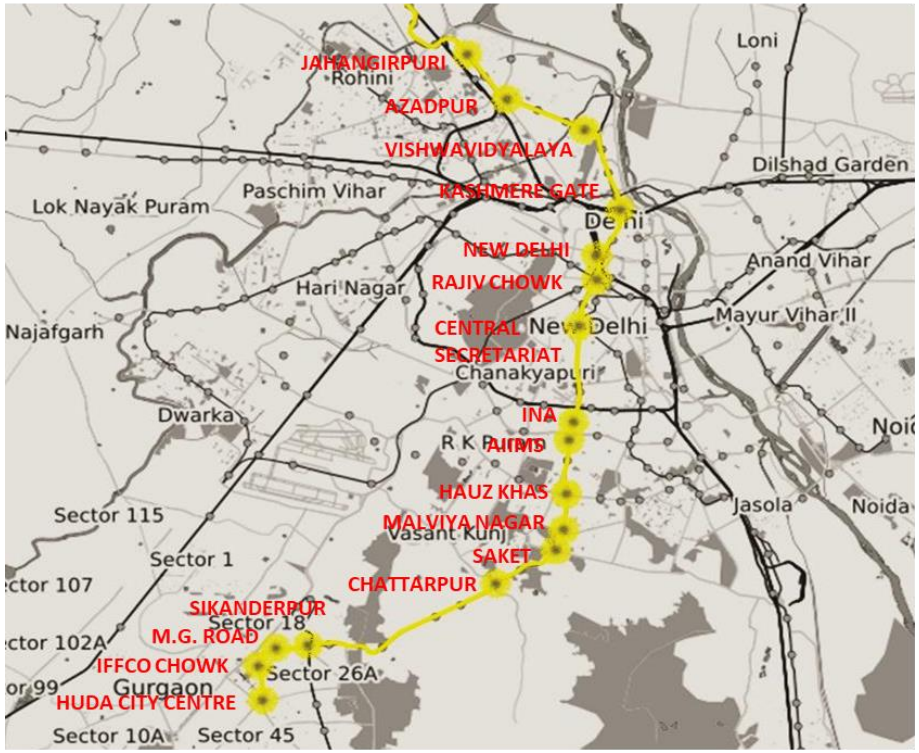
SAFETIPIN SITE

Customizable Web App used for detailed assessment of public spaces and services

GENERATING DATA FOR IMPACT

PARAMETERS	OUTCOMES	IMPACTS
Light	Improved Lighting	Walkability
Walkability	Better pavements	Mobility
Natural surveillance	Improved Last Mile Connectivity (IPT)	Connectivity
Mobility elements	Bus Stops	Sense of Safety
Security	NMT Infrastructure	Women's Access to (a) Public Spaces
	Enhanced Security (Physical + CCTVs)	(b) Opportunities
		(c) Resources

DELHI METRO SAFETY MAPPING

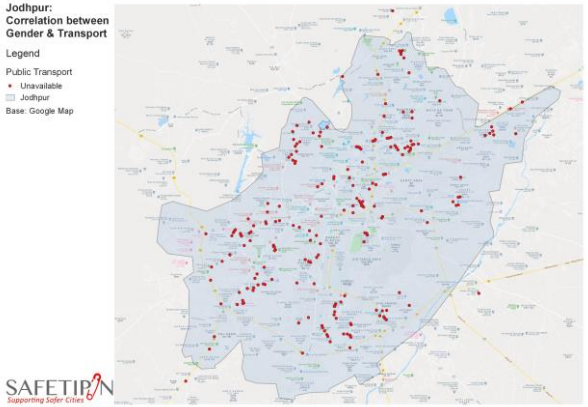


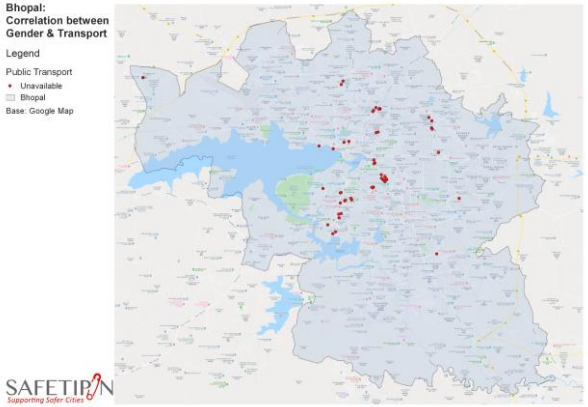
DELHI METRO YELLOW LINE

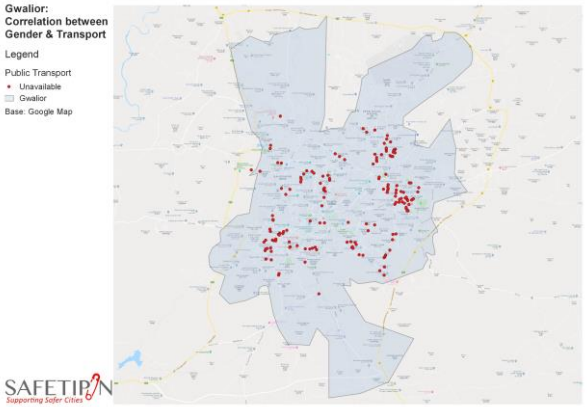
These stations were selected on the basis of their footfall and further connectivity options. An area of approximately 500m radius around each metro station has been studied to assess the safety and improve the last mile connectivity for the passengers, focusing on women commuters.

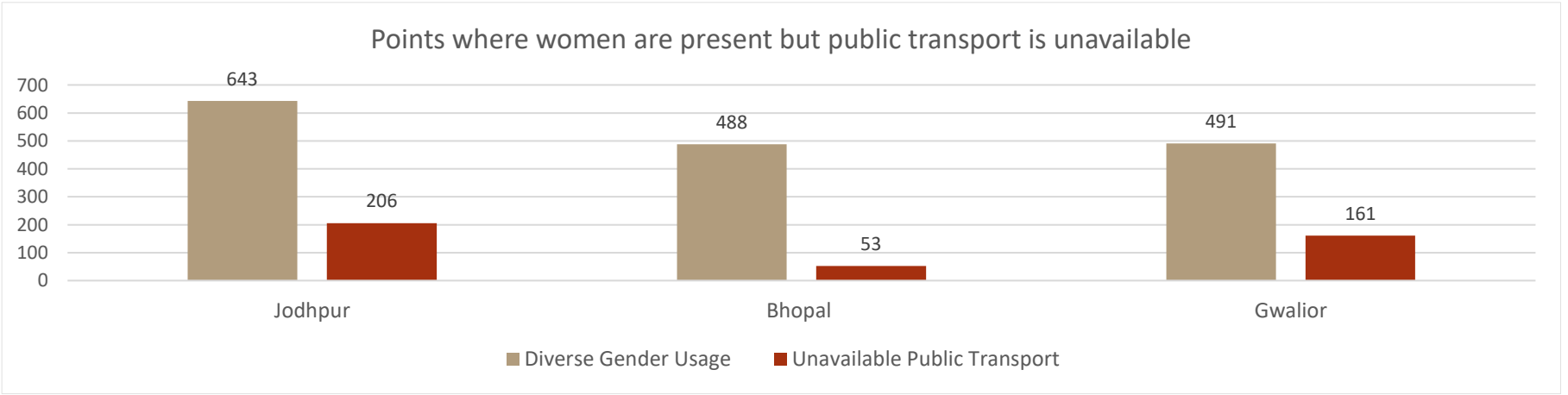
The study reveals the shortfalls in the public transportation system of Delhi and suggests recommendations to better integrate the Metro with other modes of travel.

STUDY ON GENDER AND MOBILITY

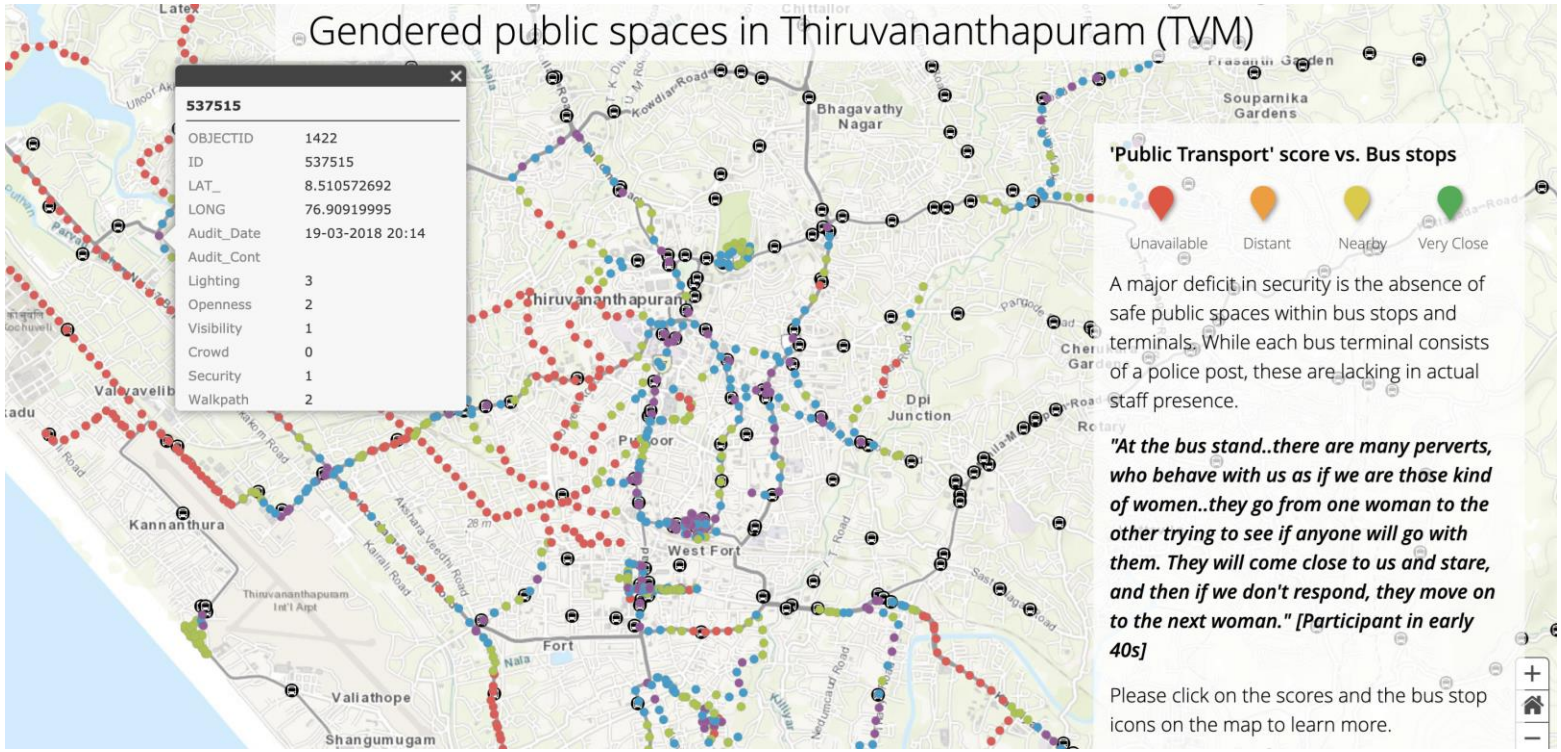








GENDERED SPACES

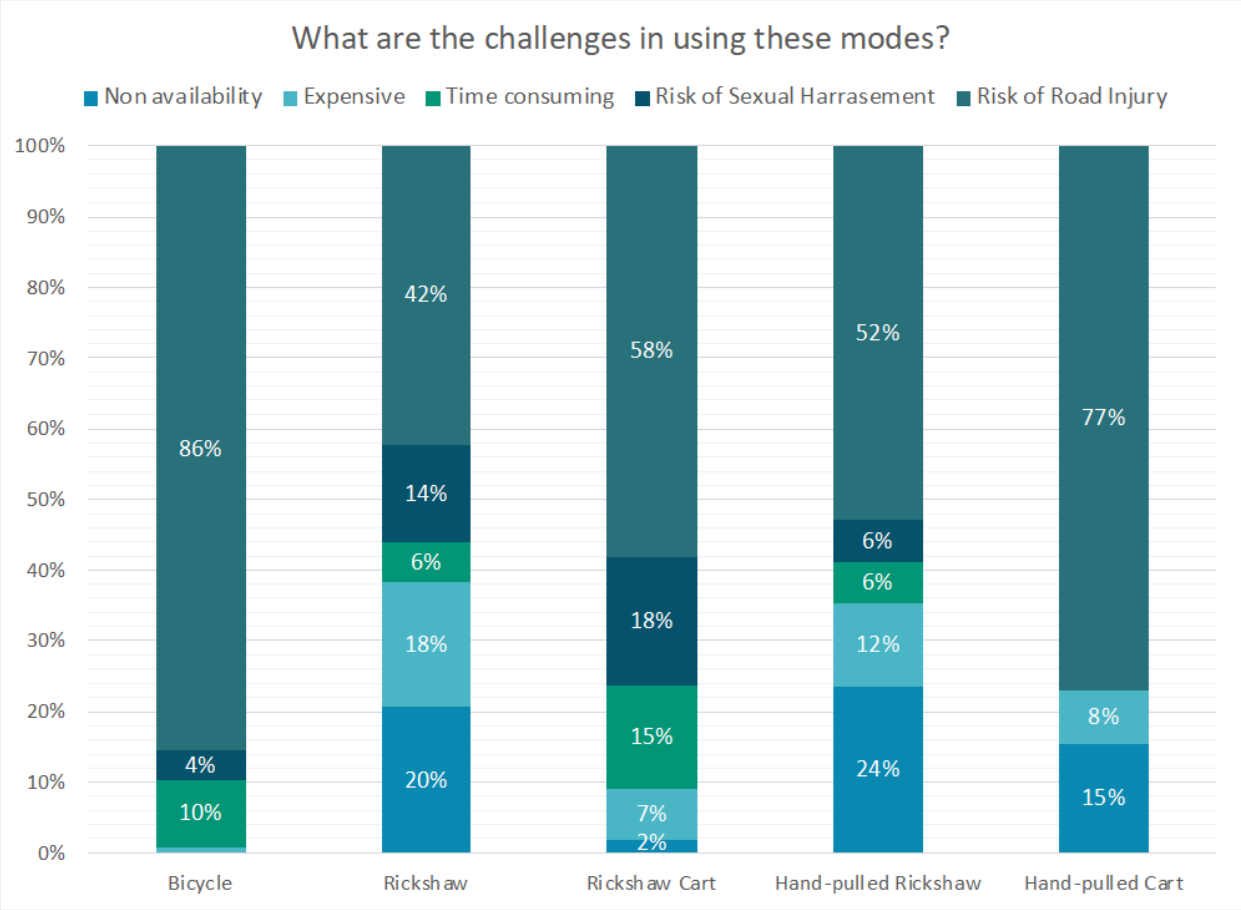


NMT USER PERCEPTION SURVEY KOLKATA

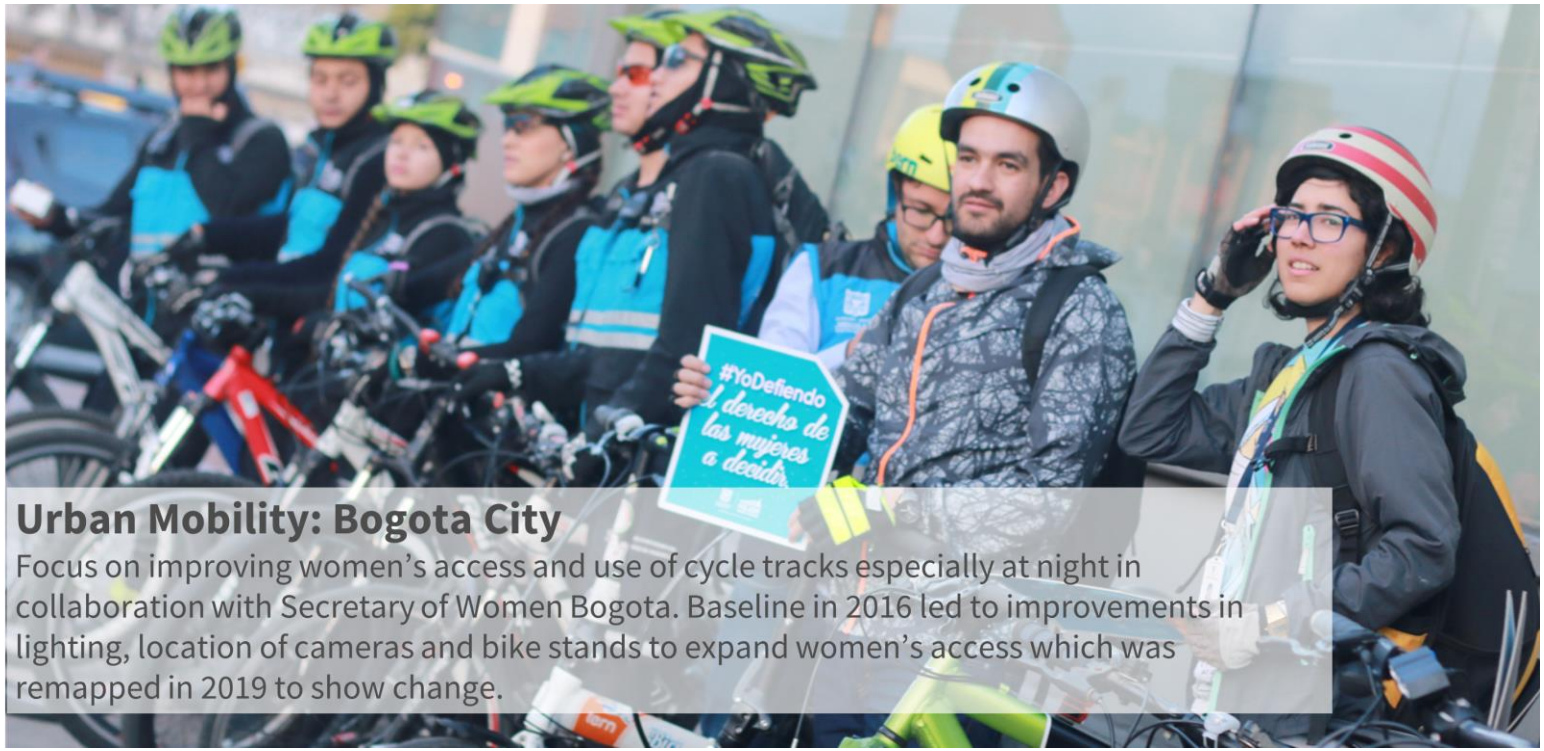
NMT User Perception Study in Kolkata
41% female, 58% male, 1% non-binary

5% were below 18 years of age
7% were above 60 years of age
88% were 18-60 years of age

- 82% were pedestrians
- 58% are daily commuters
- Walking is the primary mode of NMT
- 80% of the people would walk to complete their trip
- Bicycle and rickshaw are the preferred mode of NMT because it is cheap and quick
- 26% have NMT vehicles as their livelihood

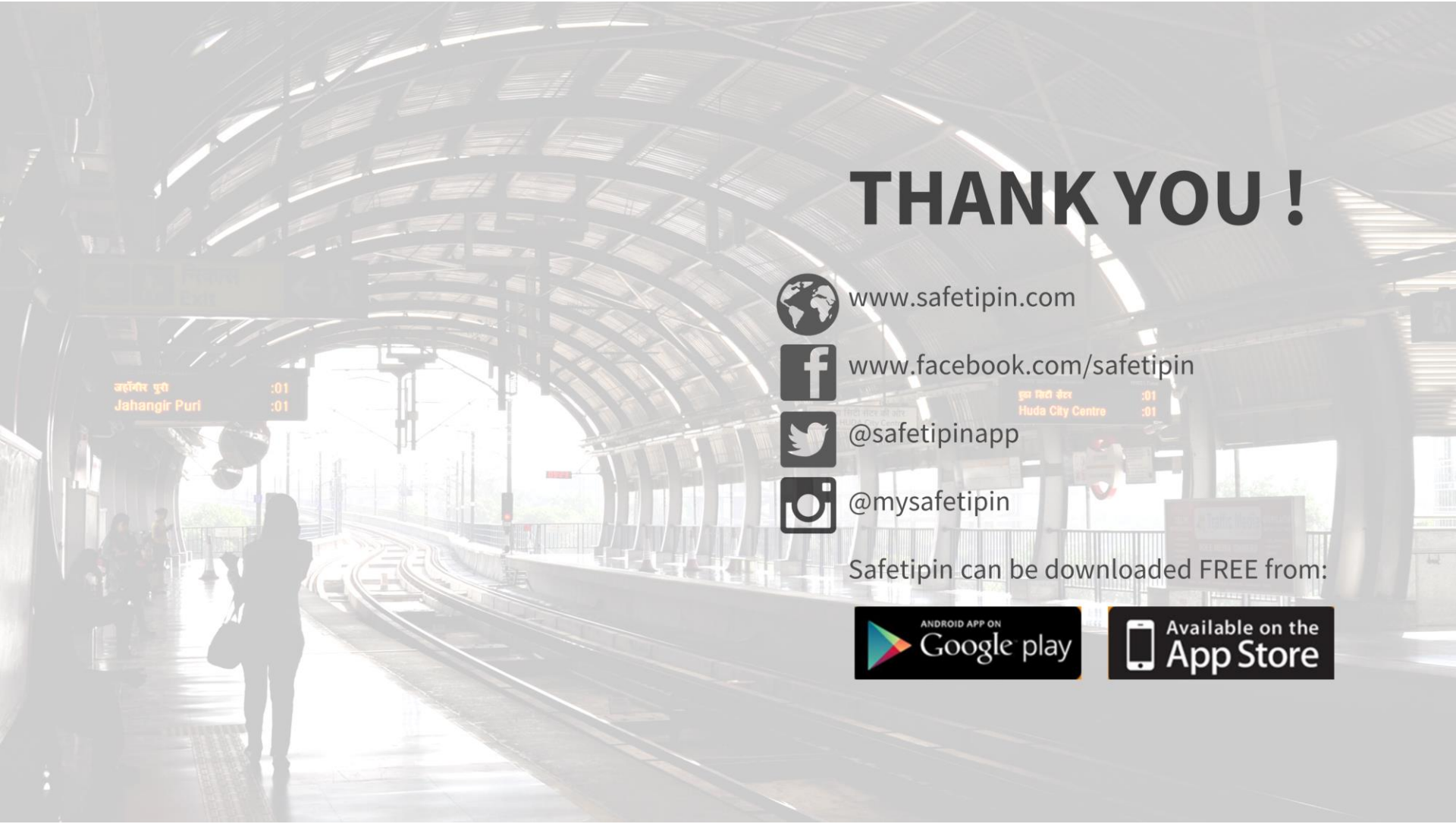


MAKING CYCLING GENDER FRIENDLY



Urban Mobility: Bogota City

Focus on improving women's access and use of cycle tracks especially at night in collaboration with Secretary of Women Bogota. Baseline in 2016 led to improvements in lighting, location of cameras and bike stands to expand women's access which was remapped in 2019 to show change.



THANK YOU !

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