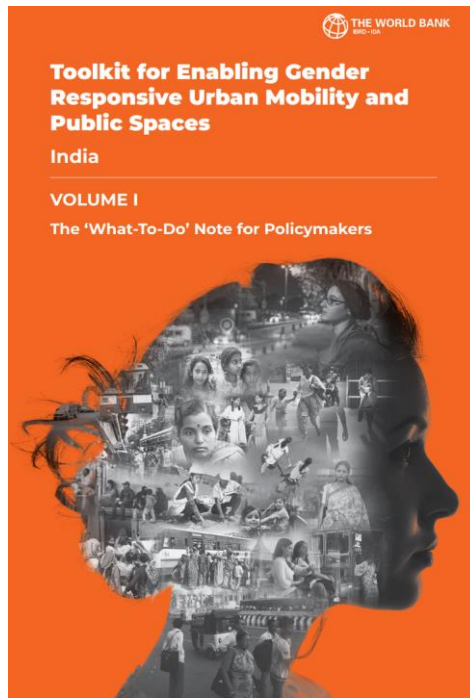
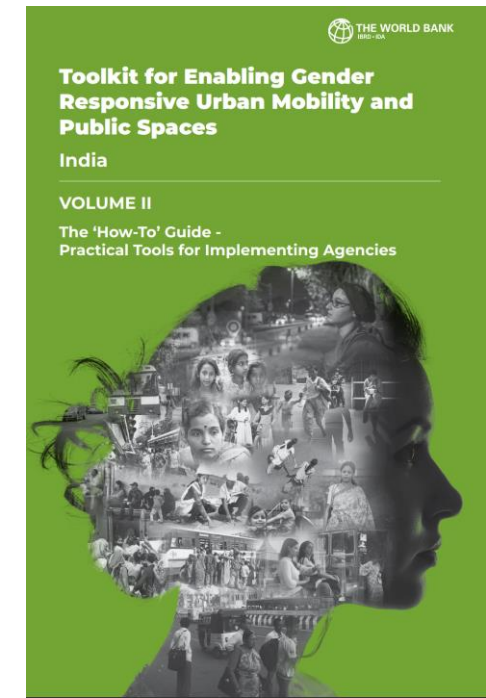




ENABLING GENDER RESPONSIVE URBAN MOBILITY AND PUBLIC SPACES IN INDIA – A TOOLKIT



MITALI NIKORE
TRANSPORT
GLOBAL PRACTICE
WORLD BANK



GENDER LENS

Placing a gender lens on the public transport journey



GENDER LENS

Placing a gender lens on the public transport journey

Gender-based differences in mobility patterns and implications for public transport authorities (PTA)

What are the gender-based differences in mobility patterns?



Timing



Purpose of travel
(primary / secondary)



Distance travelled (max/average)



Trip chaining



Trip duration



Route-choice



Preferred modes
(first / second / third)

What are the key drivers behind these gendered preferences?



Cost / affordability considerations



Safety considerations



Crowding at choke points



First/last mile connectivity issues

Other concerns

How can public transport authorities address gender-based differences?

FOUR PILLAR FRAMEWORK

Programmatic approach to identify “what works”



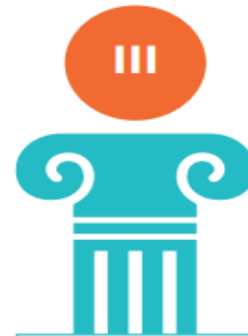
ASSESS THE GROUND SITUATION

- Understand gender differences in mobility patterns
- Understand safety concerns and threat perception of public transport and public spaces
- Identify gaps in current policies, regulations, and legal frameworks
- Identify gaps in institutional capacity and assess prevailing mindsets to deliver gender-responsive programs



STRENGTHEN PLANNING AND POLICIES

- Integrate a gender-lens in new and existing policies and plans
- Introduce gender inclusivity in decision making and key institutions



BUILD CAPACITY AND RAISE AWARENESS

- Mandate training and capacity building of duty bearers
- Forge partnerships for raising awareness and enabling community action through campaigns



IMPROVE INFRASTRUCTURE & SERVICES

- Enhance women's safety on public transport and spaces
- Apply a gender lens on infrastructure design and public transport services

FOUR PILLAR FRAMEWORK

Pillar 1



*Application to World Bank project:
Undertaking primary survey at household level for NCRTC RRTS project in Delhi-NCR*

56% used public transport

61% used single mode (Autos, cabs, 2Ws)

58% travelled more in non-peak hours

54% of women travel with family

Only 25% travelled to work every day

47% travelled less than 10 km

Frequently used
Public Transport

Mode of
transportation for
last trip

Travel Timing

Travel
Companionship

Frequency

Distance

44% of men use public transport

51% used single mode of travel (2Ws)

55% travelled more in peak hours

97% of men travelled alone

95% travelled for work every day

77% travelled more than 20 km



FOUR PILLAR FRAMEWORK

Pillar 2



HOW TO

STRENGTHEN PLANNING AND POLICIES

*Illustration:
Options for policy
incentives to
enhance women's
representation in
the transport
sector workforce*

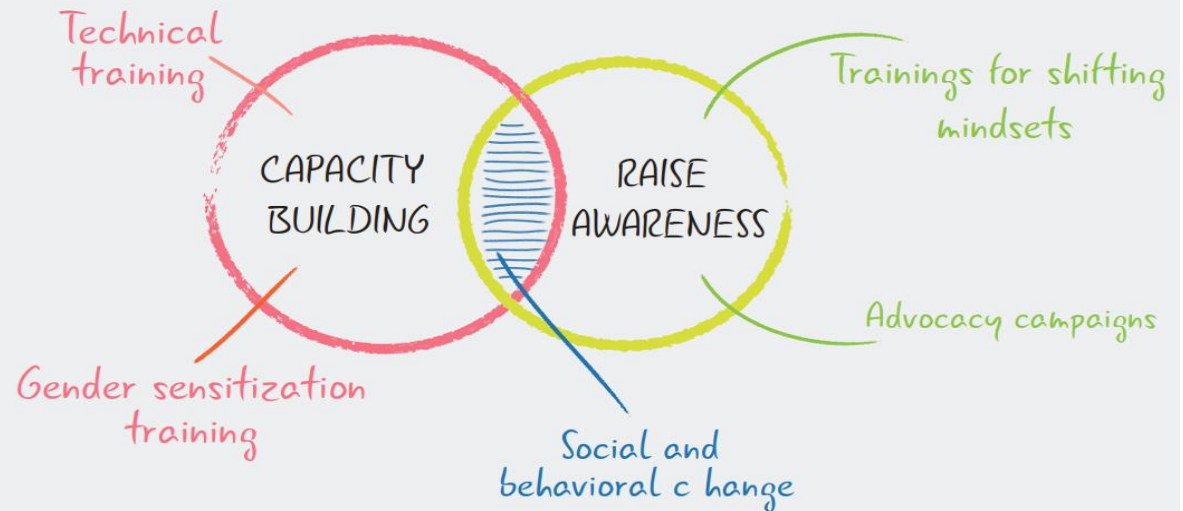
Type of incentive	Example
1. Upfront capital support	Capital expenditure involved in purchasing a vehicle can be covered under the incentives.
2. Cash support for trainings	Women and persons of minority genders enrolled in accredited driving training institutes can receive cash support to pursue driver training.
3. Financial incentives for employers	Employers could receive tax-incentives / subsidies / financial support for providing parental or menstrual leave or for hard / soft interventions to improve working conditions for women and persons of minority genders, for example, setting toilets, rest areas, and creche facilities.



Type of incentive	Example
4. Preferential procurement	Government agencies can undertake preferential procurement from women-owned businesses.
5. Financial incentives for community-based organizations	Community based organizations raising awareness / providing training/ mobilizing women and persons of minority genders for working in the mobility sector could be provided financial incentives per person.

FOUR PILLAR FRAMEWORK

Pillar 3



*Application to
World Bank
projects:
Chennai City
Partnership*



FOUR PILLAR FRAMEWORK

Pillar 4

HOW TO IMPROVE INFRASTRUCTURE AND SERVICES



Apply a gender lens
on Infrastructure
design and public
transport services

INFRASTRUCTURE

SERVICES

Stage 1 – Access and egress

- Street lighting
- Footpath
- Cycling infrastructure

- Mobility services on gender-disaggregated data analysis
- Convenient mode change for seamless first and last mile connectivity

Stage 2 – Waiting at the transit station

- Gender-sensitive bus stop
- Gender-sensitive metro station/bus terminus

- Digital ticketing systems
- Common mobility card

Stage 3 – Boarding and alighting the vehicle

- Vehicle design

- Request stop programs
- Preferential boarding and alighting

Stage 4 – Travelling inside the vehicle

- Vehicle design

- Seating

GENDER TOOLKIT - DOWNLOAD



Gender Toolkit

<https://openknowledge.worldbank.org/handle/10986/38199>