URBAN MOBILITY BERLIN INDIA

Creating a Gender-inclusive System

Devising solutions to make public transport safer, convenient, and more inclusive

Affordable and accessible mobility contributes significantly to enhancing female workforce participation rates. Studies have found that women travel less and shorter distances, which limits their access to the labor market, educational infrastructure, and other services. Destinations and activities that women access may also be different from those of men.

Women use public transport not only for work but for going to the market, taking elders to healthcare facilities, and many such activities that tend to be mostly carried out by women due to societal pressures. Trip chaining* is highly common. Issues faced by women and transgender persons are not factored into planning of public transport services and mobility infrastructure.

Women's and transgender persons' perception of safety of public transport mode may govern their decisions to either forgo employment or educational opportunities or spend more by using personal vehicles or taxis to access such facilities. The ongoing study on "Institutionalizing Gender Smart and Gender Astute Mobility" by DULT in association with the Indian Institute of Science (IISc), Bengaluru has indicated that women rated comfort and convenience of transport modes and safety of first and last mile commute to the public transport as important factors that determine the choice of their travel mode. One may presume that similar factors may influence the choice of the travel mode of transgender groups.

Currently there are no processes to collect gender disaggregated data, creating a gap in understanding mobility patterns and needs of women and transgender persons. Lack of such data and statistics with transport authorities creates significant barriers to deal with challenges faced by these groups.

Hence, solutions that encourage women and transgender persons to travel with a sense of comfort, safety, and security at any time of the day and facilitate them to multi-task with ease are needed to increase their participation in the workforce and realization of their full potential, such as Gender Responsive Infrastructure, Tech enabled safety features, First and Last mile connectivity solutions etc. are the need of the hour.

*"The commute is a journey that an individual undertakes from home to work (and vice versa). Trip chaining is a travel pattern that combines the commuter's daily commitments (non-work-related stops) into one simple trip (home to work or work to home). In simplest words, you take advantage of your daily commute to do your errands with the view of saving time and money. There are few studies where there are noticeable differences between commute trip chaining behaviours between men, women and their household structure (drcommute, 2021)."

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Technology-based solutions that capture disaggregated data on Metro and Bus commuters including, but not limited to, the following could be developed as a live feed app, that can be monitored from a control center (DULT):

1. **Origin – Destination**
2. **Trip Fare**
3. **Trip Frequency**
4. **Time of Travel (Peak or Off-Peak)**

What Does The Winning Company Get?

An opportunity to conduct a pilot implementation of the tool in Bengaluru for the Directorate of Urban Land Transport, Government of Karnataka, and in collaboration with the Green Urban Mobility Innovation Living Lab – a joint initiative of GIZ and Bosch Limited.

Program Partners:

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Challenge Owners:

DIRECTORATE OF URBAN LAND TRANSPORT, UDD, Government of Karnataka

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