Gender, Inclusive Transport and Sustainable Development Goals: A Legal Perspective to Transport Policies

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ABSTRACT

Transport policies are a means to improve the well-being of people by facilitating access to economic and social benefits, and thus should be designed to best fulfil the requirements of all user groups in ways that are equitable and affordable. However, it is wrongly assumed that they equally benefit men and women. In fact, men and women are affected differently by transport services, as they use different modes of transport for different purposes and in different ways. These differences must be well comprehended in order to build gender-inclusive transport policies. Gender mainstreaming has been widely embraced as a strategy for achieving gender equality on a global scale. It entails incorporating a gender perspective into the development, planning, implementation, monitoring, and evaluation of policies with the goal of promoting gender equality and eliminating discrimination. A political commitment for gender equality and a compatible legal framework is the basic conditions for the development of a successful gender inclusive transport policy.

This article examines the present legal and policy framework for public transport in India via a gender lens in light of the constitutional mandates and highlights the importance of gender-responsive public transport in becoming a cornerstone of sustainable development. The research highlights the gendered dimensions of transport and its impact, with examples of gender-based discrimination across the globe. Researchers have studied the global best practises for gender mainstreaming in transport and made recommendations for future policy directions, which will improve the Sustainable Development Goals "economic and social" pillars by improving access to education and equal employment opportunities and will become a key enabler for achieving gender equality in urban areas.

Key words: Gender mainstreaming, SDGs, transport, public policy, legal framework, equality, India

1. INTRODUCTION

The United Nations General Assembly adopted the Sustainable Development Goals (SDGs), which include 17 goals and 169 specific targets, in order to ensure that globalisation becomes a positive force for humanity. These Global Goals include economic, social, and environmental dimensions, and they motivate governments to eliminate poverty and promote long-term social and economic development. Transport plays a critical role in socially sustainable development by expanding access to health and education services, employment, etc. However, women's needs appear to have received little attention in global transport development initiatives (World Bank, 2004).

This article reflects on how our transport systems affect women and men differently and why governments need to address the inequalities in access to transport to ensure sustainable development, with focus on legal aspects and transport policies in India. The right to equality has been guaranteed under Articles 14 and 15 of the Constitution of India. However, the Indian Constitution recognises positive discrimination and empowers the government to make special arrangements for the upliftment and advancement of women to ensure equity and equal opportunity. Despite the fact that women make up half of the world's working population, they earn less, work in less productive jobs, are over-represented in unpaid work, and are more likely to be unemployed. This situation is not only a detriment to women, their families, and communities, but also to the local and global economy. As we enter the post-COVID-19 period, pressure is mounting to address many of the social and economic inequities brought into the spotlight by the pandemic and the inadequacy of public transport systems to accommodate different users' diverse needs is one of the major issues.

Gender has begun to emerge as a recognised issue in transport policy and planning on a global scale. As a result, "Gender and Transport" takes on new professional territory. The link between gender

equality and transport interventions becomes clear when attention is given to the different transport needs, purposes, and modes of transport of women and men, instead of a narrow focus on provision of hard transport infrastructure. Since men and women are affected differently by transport services, efforts should be made towards gender-responsive transport, designed to improve women's access to education, health, and employment. Gender-specific planning can improve the accessibility, safety, security, convenience, and affordability of public transport. In order to achieve gender equality, it is necessary to promote and institutionalise a gender-responsive approach to financing, as well as to ensure that enough investments are made to implement national plans and policies for women's empowerment.

2. GENDER INCLUSIVE TRANSPORT AND SDGS

Gender equality is at the heart of the 2030 Agenda for Sustainable Development, which emphasises that achieving gender equality is a matter of human rights and essential to accomplishing all the goals and targets. The 2030 Agenda for Sustainable Development with 17 Sustainable Development Goals (SDGs) and 169 targets that encourage people to take action to move the world toward a more sustainable and resilient future. Actions undertaken in one area have an impact on outcomes in other areas and that development must find a balance between social, economic, and environmental sustainability (UN, Department of Economic and Social Affairs, 2015). The 2030 Agenda states that "sustainable transport systems, along with universal access to affordable, reliable, sustainable and modern energy services, quality and resilient infrastructure, and other policies that increase productive capacities, would build strong economic foundations for all countries" (UN, 2015 Agenda, Para 27).

Although there is no independent SDG for sustainable transport in the Agenda, it is incorporated into many of the proposed SDGs, particularly those related to food security, health, energy, infrastructure, cities and human settlements, and climate change (Figure 1). Most, if not all, SDGs require transport and infrastructure to be met:
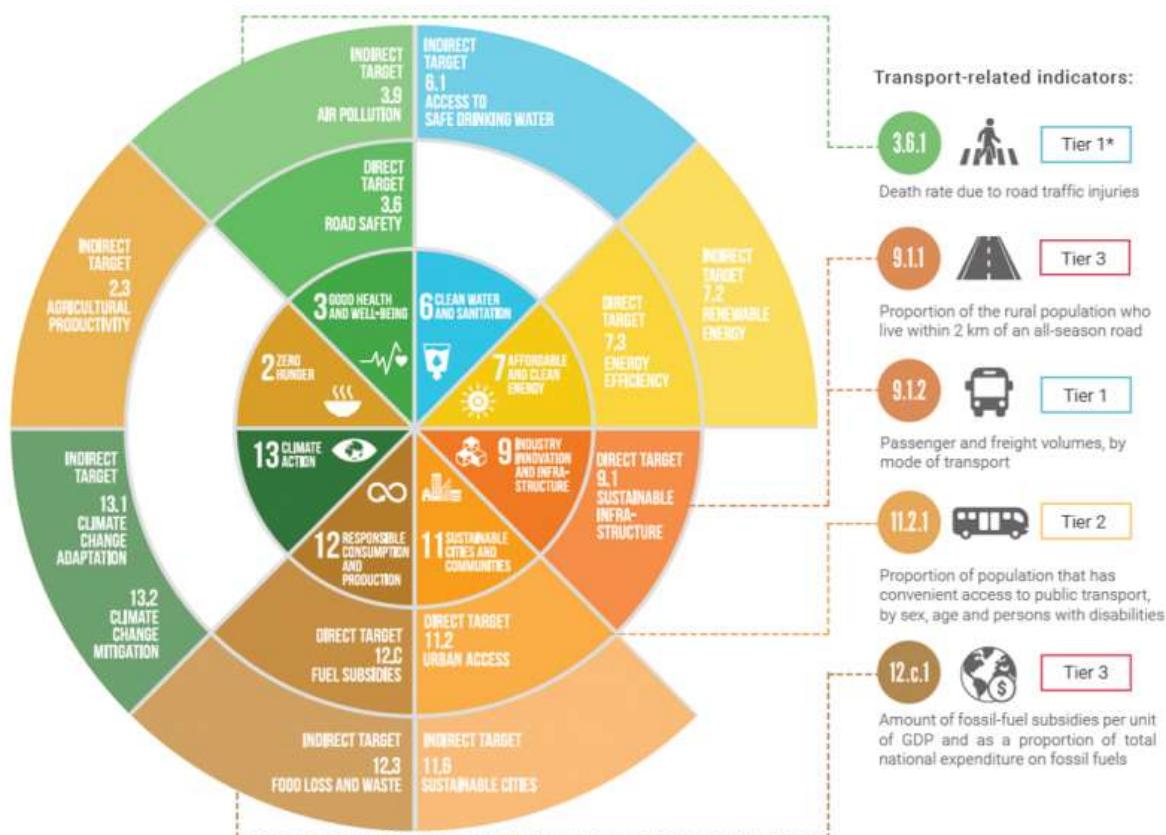

Figure 1: Transport-Relevant SDG Targets (Source: https://slocat.net/sustainable-development-goals-transpor/)

Figure 2 comprises five targets that are directly related to transport. Road safety (Target 3.6), energy efficiency (Target 7.3), sustainable infrastructure (Target 9.1), urban access (Target 11.2), and fossil fuel subsidies are all directly affected by transport (Target 12.c). This underlines that sustainable transport is not required just for its own purpose but is required to help accomplish a wide range of SDGs.

Direct Transport Targets of the Sustainable Development Goals	
SDG 3. Ensure healthy lives and promote well-being for all at all ages	3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents (*Road safety*)
SDG 7. Ensure access to affordable, reliable, sustainable and modern energy for all	7.3 By 2030, double the global rate of improvement in energy efficiency (*Energy efficiency*)
SDG 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation	9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all (*Sustainable infrastructure*)
SDG 11. Make cities and human settlements inclusive, safe, resilient and sustainable	11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons (*Urban access*)
SDG 12. Ensure sustainable consumption and production patterns	12.c Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies, where they exist, to reflect their environmental impacts, taking fully into account the specific needs and conditions of developing countries and minimizing the possible adverse impacts on their development in a manner that protects the poor and the affected communities (*Fuel subsidies*)

Figure 2: Direct Transport Targets of SDGs (Source: https://slocat.net/transport-targets-sustainable-development-goals/)

Figure 3 comprises seven targets that are indirectly related to transport: agricultural productivity (Target 2.3), air pollution (Target 3.9), access to safe drinking water (Target 6.1), sustainable cities (Target 11.6), food loss reduction (Target 12.3), climate change adaptation (Target 13.1), and climate change mitigation (Target 13.2).

Indirect Transport Targets of the Sustainable Development Goals	
SDG 2. End hunger, achieve food security and improved nutrition and promote sustainable agriculture	2.3 By 2030, double the agricultural productivity and incomes of small-scale food producers, in particular women, indigenous peoples, family farmers, pastoralists and fishers, including through secure and equal access to land, other productive resources and inputs, knowledge, financial services, markets and opportunities for value addition and non-farm employment (Agricultural productivity)
SDG 3. Ensure healthy lives and promote well-being for all at all ages	3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination (Air pollution)
SDG 6. Ensure availability and sustainable management of water and sanitation for all	6.1 By 2030, achieve universal and equitable access to safe and affordable drinking water for all (Access to safe drinking water)
SDG 11. Make cities and human settlements inclusive, safe, resilient and sustainable	11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management (Sustainable cities)
SDG 12. Ensure sustainable consumption and production patterns	12.3 By 2030, halve per capita global food waste at the retail and consumer levels and reduce food losses along production and supply chains, including post-harvest losses (Food loss and waste)
SDG 13. Take urgent action to combat climate change and its impacts	13.1 Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries (Climate change adaptation)
	13.2 Integrate climate change measures into national policies, strategies, and planning (Climate change mitigation)

Figure 3 Indirect Transport Targets of SDGs (Source:https://slocat.net/transport-targets-sustainable-development-goals/)

The SDGs highlight the importance of gender-inclusive development and ensuring equality in spheres of economic, legislative, and social framework. To ensure that future generations inherit a better world, governments, the private sector, civil society, and citizens must work together to achieve the SDGs. Gender mainstreaming is a strategy for making women's and men's concerns and experiences an integral dimension in the design, implementation, monitoring and evaluation of policies and programmes in all political, economic, and societal spheres so that women and men benefit equally, and inequality is not perpetuated. The ultimate goal is to achieve gender equality. Gender equality has been pitched as a key driver for the economic growth of a country. Hence, the countries should strive towards seriously considering it as a developmental agenda.

3.   GENDER DIMENSION TO TRANSPORT

Gender is not a 'core competence' among urban municipal organisations or managers, who are preoccupied with providing basic services. Gender expertise is thought to fall under the purview of traditional women's programs/agencies like women and child development (R. Khosla, 2009). Women's access to urban transport has also been defined through either a rights-based perspective or a public health or economic development rhetoric, but not both.

Women and girls make up about half of our urban population. They make up only 19 per cent of "other workers" in India, but 84 per cent of their travels are taken by the public, intermediate public, and non-

motorized modes of transport (Census 2011). Women make up most people who utilise public transport around the world, but numerous obstacles limit their mobility.

According to a survey, approximately 80 per cent of women fear being harassed in public places (Action Aid, 2016). In developing countries, safety concerns and limited access to transport have reduced the likelihood of women participating in the labour market by 16.5 per cent., with serious economic consequences: closing the gender gap in male and female labour force participation by 25 per cent by 2025 could boost global GDP by US $ 5.8 trillion (Tobin, 2017).

"Transport is not gender-neutral". This was the main takeaway from a high-level gender discourse conducted by the World Bank and the World Resources Institute during the "Transforming Transport 2018" conference in Washington, DC, on January 11-12, 2018 (Gonzalez, 2018). This was the first time in the annual event's 15-year existence that a plenary session focused solely on the gender dimensions of transport.

Women and men bear different burdens owing to the performance of urban transport systems, but the regulations in most countries are blatantly gender blind. Safe, comfortable, convenient, and economical transport can help meet women's practical requirements, such as getting to school and the market, as well as contribute to their strategic empowerment by facilitating access to social and economic possibilities.

While the three main elements that determine women's transport accessibility are cost, personal security, and time; poverty, cultural perceptions and spatial location also play a vital role. Women, for example, may not go without a male chaperone or must dress 'decently' to avoid harassment. Similarly, women may forego better job chances further away from home in favour of lower-paying local opportunities and girls may drop out of school due to a lack of dependable and affordable transport. These ideas are also internalised by women, which may further limit their mobility.

It is necessary to implement and reinforce legal and institutional arrangements on gender equality, as well as strengthen accountability mechanisms for meeting existing commitments, in order to advance gender equality and ensure that women exercise their rights and fully contribute to and benefit from development. This will necessitate political will, as well as increased multi-stakeholder engagement involving not only national and local governments, but also civil society, the commercial sector, academic institutions, and the media.

4. GENDERED TRANSPORT NEEDS

Transport that is both sustainable and inclusive has a strong gender dimension. Women's travel patterns are commonly acknowledged to differ from men's, and these variances are marked by persistent inequality. In any given metropolitan environment, women bear a bigger share of their household's travel burden and make more trips related to reproductive and caretaking tasks. Mobility is critical to women's empowerment since it allows them to access opportunities as well as challenge patriarchal restraints. Furthermore, women's mobility improves access to occupations in low-income homes, enhancing their family's prospects of overcoming poverty.

When it comes to assessing transport attributes, men and women have distinct priorities. Women's worries are centred on personal protection and aspects connected to their wellness while on the road, such as comfort, courteousness, and hygiene, whereas men's concerns are focused on speed, often at the expense of service or personal security. Despite the fact that "women and men experience cities in different ways," gender is frequently disregarded in transport design. This is largely due to a gender-blind approach to urban development, which focuses primarily on infrastructure and real estate developments with little or no regard for who uses them or whether the benefits are equal for men and women.

Women's mobility has improved in India and around the world in recent decades. While women's distance travelled per capita has grown since the 1980s, their social duties within families continue to limit them, perpetuating dualism and multitasking in their lives. (Fainstein and Servon, 2005). Increasing women's mobility necessitates changing transport policy to accommodate women's travel patterns and requirements.

Gender Variation in Mobility

According to statistics, women rely on public transport more than men, throughout the world, especially when they are from lower socioeconomic groups.

- In France, women account for about two-thirds of public-transport passengers.
- In **the United States**, 55 per cent of public transport passengers were found to be women.
- In Germany, statistics show that women make use of public transport more than men (Hasson and Polevoy, 2011).

However, data collected by public transport authorities are not disaggregated to better understand women's nodal shares or to identify the enablers and barriers (affordability, accessibility, information, safety, and security) that keep them from taking public transit. The success of global transport networks in serving women's demands, as well as the unintended consequences of their development on women's lives, are poorly understood and documented. As a result, they are also underserved.

Women's mobility patterns are more diverse than men. For example, according to data collected in Argentina, men make more than two-thirds of their journeys for employment, compared to only half of women's trips. In contrast, nearly one-third of women's journeys are for domestic tasks, whereas just one-eighth of men's trips are for family responsibilities. Bueno Aires is now designing gender-inclusive public transport solutions based on this data (Gonzales, 2019).

Gender inequalities in mobility demands are especially prominent in developing nations, necessitating gender-sensitive policy solutions. Mobility shapes gender relations, and gender relations shape mobility. This research paper contends that a breakthrough in the form of policy action is required to resolve this dialectic relationship.

5. GENDER CONSTRAINTS ON TRAVEL AND ACCESS TO TRANSPORT: A LEGAL PERSPECTIVE

More than 2.7 billion women around the world are legally barred from having the same career opportunities as males. Women's employment in transport is now restricted in 19 economies, and sexual harassment in public areas is not prohibited in 177 economies (World Bank, 2018). Mobility is a fundamental precondition for women to get access to income and resources, and therefore to be economically and socially empowered. It is significantly linked to women's asset ownership and engagement in the workforce. In many countries, however, legal limitations restricting women's freedom to choose where they go, travel, and live still exist.

Women's participation in education is also hindered by shared social standards of their belongingness at home, limiting their economic and empowerment potential. If they do step out of their house, the prospect of social harassment and violence may serve to further isolate them. In the end, with little or no legal protection, many women accept the home position that has been allocated to them by custom. Women and men must be treated equally under the law, according to Article 15 of the Convention on Elimination of all kinds of Discrimination Against Women (CEDAW, 1979). This has never been more crucial than it is right now. As a result, this is one of the CEDAW Convention's most important articles. Many countries, however, have expressed reservations about this provision. In these reservations, there are numerous State-sponsored abuses of women's right to freedom of movement. Monaco's reservation to this Article states that it is obligated only insofar as the provision relates to unmarried women, implying that married women's rights may be limited (UNTC, CEDAW Declarations and Reservations). Despite the protection of the right to freedom of movement under Article 13 of the Universal Declaration of Human Rights (UDHR, 1948), coupled with its recognition as an economic necessity, some countries continue to impose legislative movement restrictions on women. Some of these practises are highlighted in the next segment.

Discriminatory practises

There still exist some discriminatory practices in some countries in Middle East, Africa and Arab region that restricts independent travel of a married woman, sometimes requiring consent of a guardian or

husband due to customary reasons (Freedom House, 2005, World Bank Report, 2014). Some surveys also indicate majority views that support that a woman should be free to travel alone (UNIDO, 2006)

Good Practises: Heading Towards a Change

To accelerate development, policymakers should consider the restrictions that are placed on women, particularly in terms of their freedom of mobility. This shift can be seen in several countries, albeit very recently.

The husband's approval is no longer required for a married woman to have a separate passport in Kuwait, following a ruling by the constitutional court in 2008 invalidating Art. 15 of the Passport Law (Kuwait Constitutional Court Verdict No. 256 of 2008). In 2015, Passport Law in Iraq removed the requirement that women under the age of 40 be accompanied by a guardian while applying for a passport.

Women in Saudi Arabia were only recently granted the freedom to drive in 2018. Later in 2019, women above the age of 21 were allowed to obtain passports and travel abroad without obtaining permission or being accompanied by a male guardian (World Bank: Women, Business, and the Law, 2019).

Women's mobility is recognized to be crucial to the country's economy. For instance, Philippines and Sri Lanka's economy rely heavily on the migration of female employees and the money which these migrants send home. Similarly, tradeswomen cross borders with their commodities in several Sub-Saharan African economies (Maduravala, 2009). Women's mobility and earning potential are boosted when they have access to identifying documents. Equality implies business and it makes sense not only from a human rights standpoint but also from an economic and commercial standpoint.

Legislation is influenced by socio-cultural norms, and norms can be influenced by new laws. Change must be pushed in both directions at the same time. This necessitates top-down action – international entities pressing national legislators to encourage change – as well as bottom-up programmes that promote grassroots change and shift community mindsets. Men must be included in the discourse, and their support must be enlisted so that the burden of protesting and campaigning for women's empowerment does not fall only on women.

6. GENDERED IMPACT OF POOR TRANSPORT

Gender is typically a stronger factor than age or wealth when consumers have to choose which mode of transport to take (private automobile, public transport, cycling, walking, etc.). This can be attributed to the following major factors:

Effect on Economic Potential

According to the McKinsey Global Institute, if women were to play an equal role in labour markets, the global economy could grow by US $ 28 trillion by 2025 (McKinsey Global, 2005) Yet, women's participation in the workforce remain low in many countries. For example, despite the rising trend of women in the labour market, women account for only 15.5 percent of the entire workforce in urban India; in fact, the female labour force in India has decreased by 19.2 million people since 2004 (Labour Force Survey, 2017).

The inadequate provision of mobility services for women can be linked to the falling female labour force, as the consequences of bad public transport affect women more adversely than males. When public transport is unreliable or pricey, women may forego better job chances further away from home in favour of lower-paying local opportunities. As a result, public transport is a critical enabler of women's economic potential (Barbanchon, 2019).

Fear of Sexual Harassment

Physical harassment, such as groping and touching, verbal harassment, such as remarking and whistling, and visual harassment, such as gazing and leering, are all examples of sexual harassment. Sexual assault in cities has become a severe issue as a result of increased urbanisation. Women's mobility, accessibility, and confidence are all affected by sexual harassment. Women's human rights

and ability to participate equally in the city are harmed by a lack of protection and security in public spaces and public transport.

Several studies have been undertaken in India over the last several years to investigate the nature and amount of sexual violence experienced by women and girls in Indian cities, particularly in public settings such as public transport. According to research conducted in Delhi in 2010, over 90 per cent of women had experienced some type of sexual harassment in the previous year (Jagori, 2010). According to the same report, 51 per cent of women have been harassed when using public transport, and another 42 per cent have been harassed while waiting for public transport. According to a 2014 Thomson Reuters Foundation report on dangerous public transport in capital cities throughout the world, Delhi ranks fourth among the cities surveyed, behind Bogota, Lima, and Mexico (Thomson Reuters Foundation, 2014).

Due to increasing instances of harassment and violence, women and girls avoid taking public transport and are forced to remain immobile. This, in turn, restricts their access to opportunities (such as school and employment), which can have long-term consequences for women empowerment. Ending all forms of violence against women and girls will contribute to achieving peace and security and human rights (SDG 16).

Employment in Transport Sector

Only 17.5 percent of women work in urban public transport in the EU, and the proportion is much lower when it comes to decision-making positions (Gonzalez, 2018). An increase in the number of women working in transport will broaden the talent pool and strengthen the sector's ability to connect all users. According to the International Labour Organization, transport is one of several industries where women have traditionally had "no place" (Turnbull, Lear and Thomas 2009). In India, women made up 6.85 percent of the transport workforce in 2005, compared to 19 percent of men. Women made up only 12.5 percent of the Brihanmumbai Electric Supply & Transport (BEST) Committee and 1 per cent of its engineers in 2010, according to a World Bank report. When BEST tried to hire female bus conductors, they all asked to be reassigned to desk duties (World Bank 2011). The Delhi Transport Corporation (DTC) has 245 female conductors but only one female driver (SSATP Report, 2012).

Few notable examples to take lessons from:

In England, "Transport for London" has taken many steps to create a more gender-balanced workforce, including gender-blind recruitment, apprenticeship programmes, and mentorship for women. They recently modified the structure of their board to make it more gender-balanced (EU-OSHA, 2014). In Lagos (Nigeria), women are recruited as drivers for a high-capacity Bus Rapid Transit system (BRT). These women have established a great track record of safety and professionalism over the previous two years, encouraging Lagos Metropolitan Area Transport Authority to strive for full gender parity among its bus drivers in the future (SSATP Report, 2012).

7. LEGAL FRAMEWORK IN INDIA

The Indian Constitution contains various provisions which directly or indirectly protects a woman's right to have access to a safe and affordable public transport system. Below are some of the Constitutional safeguards in favour of women:

Right to Equality and Non-Discrimination

The principle of equality is internationally acknowledged and specifically recognised in Indian Law. Equality and non-discrimination form the foundation of Articles 14 and 15 of the Constitution of India and are well recognized fundamental rights. The Constitution of India envisions that the citizens should enjoy all the rights on an equal footing and any existing inequalities should be identified and removed. Any direct or indirect discrimination in the existing enjoyment of the right to equality and non-discrimination amounts to a violation of a fundamental right and must be immediately addressed.

Many laws were enacted in order to attain this Constitutional goal of "formal equality", or treating likes equally, by banning practises that were discriminatory based on sex. Despite the abolition of discriminatory laws, disparities continue to persist. Gender equality cannot be achieved in a true sense if women continue to be in a disadvantageous position because of unsafe and inaccessible transport.

Right to Education

Article 21-A of the Constitution of India was introduced by the Constitution (Eighty-sixth Amendment) Act, 2002, to provide free and compulsory education to all children aged six to fourteen years as a Fundamental Right in such a way as the State may specify by legislation. Consequently, the Right of Children to Free and Compulsory Education (RTE) Act, 2009 was enacted to ensure free and compulsory education for all children below the age of fourteen.

To attain equality of both genders, access to education for the girls has to be ensured and as has been already discussed earlier, the poor commutation facilities to school compel girls in rural and backward areas to drop out of school. Lack of safe and affordable transport facilities can contribute to higher rates of school absenteeism and poor educational outcomes. There have been studies which have proved the effect of transport on female students is considerably large and building of rural roads results in doubling of attendance of male students and tripling of attendance of female students.

Right to Work

Article 41 of the Constitution of India provides that *"the State shall within the limits of its economic capacity and development, make effective provision for securing the right to work, to education and public assistance in cases of unemployment, old age, sickness and disablement, and in other cases of undeserved want."*

Article 38 of the Constitution of India states that *"the State shall strive to promote the welfare of the people"* and Article 43 states *"it shall endeavour to secure a living wage and a decent standard of life to all workers."*

Women and girls have few work prospects due to a shortage of safe transport facilities. They may be unable to accept such positions, or they may be required to work fewer hours and at lower pay. Therefore, the failure on the part of the State in providing safe, accessible, and affordable public transport facilities translate to the infringement of constitutionally guaranteed fundamental rights as well as internationally recognized human rights of women.

8. NATIONAL TRANSPORT POLICY, INDIA

The National Urban Transport Policy (NUTP) of the Ministry of Urban Development, Government of India, is the country's main guiding policy on urban transport.

National Urban Transport Policy – 2006, India

The following were among the goals of the National Urban Transport Policy (NUTP) in 2006:

- To achieve a more equal distribution of road space by focusing on people rather than vehicles.
- To encourage greater use of public transport and non-motorised transport (NMT) by providing central financial aid.

The NUTP discovered that in Indian cities, the way transport systems are set up causes low-income groups to pay more in terms of both cost and time. Furthermore, users of NMTs are pushed off roads. Lanes and corridors must be set aside for NMT, and urban public transport must prioritise NMT when allocating road space. The policy also looked at several public transport systems that prioritised affordability and efficiency, as well as diverse public transport technology in depth. In essence, the strategy emphasised the importance of public transport and demonstrated a willingness to redirect funds from road-building projects to public transit systems and efforts that boost NMT and other modes of transport. Under Jawaharlal Nehru National Urban Renewal Mission (JNNURM) funding, the national government prioritised the construction of bike tracks and pedestrian routes in all cities.

However, the 2006 Policy was focused on the mode of transport and did not address various user groups who use public transport for commuting and it did not consider the gendered perspective to transport.

National Urban Transport Policy (NUTP) – 2014, India

To frame NUTP 2014, the NUTP 2006 was evaluated and amended. With the introduction of the idea of Transit-Oriented Development (TOD), the updated policy also stresses public transport and NMT. It also suggests that transport planning should follow the 'avoid-shift-improve' philosophy: users should switch from private to public transport and enhance transport technology and fuels to minimise a rise in demand. In contrast to the prior policy, the modification addresses universal accessibility for a variety of user groups, including women, pregnant women, and children. For the first time in this iteration, mass rapid transit is covered, as well as the use of electric vehicles as para-transit choices.

The NUTP framework focuses on planning and investments in public transport and NMT networks in cities, with the underlying rationale of people-based transport planning. For sustainable and equitable growth, city and state governments must embark on a sustainable and equitable urban transport path.

9. GLOBAL INNOVATIONS FOR MAINSTREAMING GENDER IN TRANSPORT

The following paragraphs outline some of global innovations in mainstreaming gender in transport.

Policy Approach

The 2010 objectives for Swedish transport policy and institutions aimed for a gender-equal transport system. The city of Malmö created public transport with gender equality in mind, including public consultations, design and system reviews, service schedules, and feedback, among other things (Polk M., 2003).

Physical Design Approach

Vienna is a great example of how infrastructure may be changed to fit the needs of female users. In transport initiatives, the city prioritised women's needs by enlarging walkways, installing ramps for strollers, and boosting lighting for safety (Khanna M., 2020).

"Between two stops" service Montréal, Québec, Canada - effort to allow ladies travelling alone at night to request a stop between two standard stops from the bus driver. The woman must request one stop ahead of time, after which the driver evaluates whether it is safe to bring the vehicle to a stop at the requested location (Transport Plan, Montreal, 2007).

Infrastructure that is barrier-free and universally accessible: removing steps from roadways and replacing them with platforms for baby carriages, baggage, and wheelchairs. Platforms have step-free access to trains, subways, and buses. Footpaths and bus stops that are lively, bustling, and well-lit Last-mile connectivity that is safe and secure, with attractive feeder networks, and so forth.

Personal Security approach

- Reservation of seats for women in buses or separate women coaches in trains
- Wide aisle and gates, sufficient legroom, storage, pram space, etc.
- Suitable lighting, CCTV and panic button
- Women drivers, conductors, and security staff

Sensitization Approach

- JAGORI and Delhi Transport Corporation (New Delhi, India)
- Pink coaches for women in Delhi Metro (New Delhi, India)
- Fazilka ECO-CAB (dial a rickshaw) – cycle rikshaw scheme which was first started in Fazilka, Punjab in June 2008 to organize rickshaw drivers in a self-regulated scheme and to promote the use of non-motorized transport. (Fazilka, Punjab, India).
- Janamarg BRT (Ahmedabad, Gujarat, India)

Urban planning Approach
- 2002 - Mariahilf district in Vienna was designated a gender mainstreaming "pilot district".

- 1996 - The European Union prioritized gender mainstreaming and funded 60 networked projects.

Design Approach
- Cheonggyecheon Restoration Project, Seoul, 2005- Cheonggyecheon Stream has been transformed into a 10.9 km (7.0 miles) modern public recreation space in downtown Seoul with universal design feature)
- Central European Urban Spaces (UrbSpace) project, focusing on the renovation of open urban spaces, such as public parks and squares
- Mixed land use, narrower streets with wider footpath facilities
- Eyes on streets - Integration of informal sector on street-sides; zero building setback, transparent frontage, lighting, etc.

Mainstreaming Gender in Transport Policy: Zambia (National Gender Policy, Zambia, 2002)

The Zambian government took the following steps to close the gender gap in transport policies, which had left most women, particularly those in rural areas, with limited access to transport:
- Creating a gender-based inventory of transport and communication usage
- Educating and empowering women in the building and management of transport infrastructure
- Facilitating research to identify the forms of transport used in diverse rural areas, particularly by women, so that suitable solutions can be developed
- Facilitating and giving soft loans as well as other incentives for rural transport providers, such as tax vacations, in order to enhance access to transport for disadvantaged women and those with disabilities
- Empowering women to take part in transport management in their communities
- Developing measures to ensure that women enjoy benefits from the transport industry and other sectors of the economy
- Passing a law that requires transport companies to import facilities that are accessible to women and people with impairments

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10. FUTURE POLICY DIRECTIONS: TOWARDS GENDER-SENSITIVE URBAN TRANSPORT POLICIES, PLANS AND PROJECTS

Gender mainstreaming materials and formal international or national policy documents alone do not imply successful gender integration in the transport sector. Cities and states must be proactive, and the following actions for long-term urban mobility solutions may be considered.

Need for A Comprehensive and Integrated Transport Plan

The city bus corporation, Delhi Transport Corporation (DTC), the municipality, the rail and metro-rail corporations, the city development authority, Delhi Development Authority (DDA), and other modal agencies oversee city transport in India. What's truly needed is an integrated transport planning process that coordinates inter-city and intra-city transport. However, a long-term urban transport system necessitates the combination of land use and transport planning. The Transit-Oriented Development (TOD) policy will serve as a blueprint for integrating public transport with the built environment.

System-based Approach

Networks of transport cannot exist in isolation. Intermodal integration, or the integration of diverse modes of transport to offer seamless connectivity for commuters, is required for sustainable urban mobility. Last-mile connectivity is a critical component in determining the effectiveness of a city's public transport system, particularly in the context of vulnerable groups, as security is a major issue that deters women from utilising public transport.

Intelligent Tracking System (GPS) in Public Transport

Urban mobility, particularly public transport such as buses and bus rapid transit (BRT) systems, must become a fundamental aspect of urban growth for cities to be habitable. We need to come up with new ways to fund public transport projects and implement policies that disincentivize the use of private vehicles. It is necessary to improve public transport operations by implementing an Intelligent Transport System (ITS) and GPS bus tracking for better route planning. This would result in a long-term behavioural shift in which women would be encouraged to use public transport.

Barrier-free Integrated Transport Solutions for Vulnerable Groups

To make cities more inclusive and to meet the needs of the most vulnerable sectors of the population, planners must consider the concerns of various segments of the population while planning transport. Women make up most people who utilise public transport around the world, yet they confront numerous obstacles that limit their mobility and ability to enter the formal labour sector. As a result, all public transport experiences, including those of women, children, the poor, and the disabled, must be considered, funded, and planned for. The corridors, stations, and intersections for buses and trains must be adequately illuminated, conveniently accessible, and placed in crime-free zones.

11. CONCLUSIONS

Gender equality is essential for accomplishing a wide range of sustainable development goals, including increasing economic growth and labour productivity, lowering poverty, and improving human capital, and ensuring more peaceful and inclusive communities. Based on the research, the paper argues that accelerating the pace of advancing gender equality in all spheres of society leads to a more rapid increase in progress towards achieving the 2030 Agenda. Ending discrimination against women and girls is critical to ensuring equal access to quality and affordable education (SDG 4), access to the labour market (SDG 8), and political participation (SDG 10). Ending discrimination will also empower women and girls to contribute to promoting peaceful and inclusive societies (SDG 16) and to pursue opportunities for decent work and employment (SDG 8), therefore also contributing to poverty reduction (SDG 1).

Women can gain significant benefits from transport investments that are built with gender aspects in mind, such as enhanced access to jobs, markets, education, and health services, as well as a reduction in time poverty. Women's travel demands, concerns, goals, and preferences are frequently overlooked in the design of transport policies and services. Women also largely remain underrepresented in transport sector agencies, and their voices are not heard in transport sector policy and planning processes. For the transport sector to be sustainable and inclusive, women and men need to be equal partners in developing new ideas and strategies for improving access and affordability of transport infrastructure and services.

The theoretical tools for achieving gender equity in transport are now within easy reach of any committed decision-maker, but the practical, cultural, and institutional barriers to implementation have proven to be frustrating for many who have tried to incorporate greater gender awareness into transport politicians', planners', and engineers' established practises and ways of thinking. To overcome institutional difficulties, truly "give women a voice" in urban transport, and achieve genuine gender parity in transport systems, a considerable deal of political will is still required.

Understanding women's needs, creating instruments to address those needs, analysing the costs and advantages of those instruments, and establishing an appropriate policy framework are all steps in making transport policy more responsive to their needs. The paper's main message is that advancing gender equality at a faster pace in all spheres of society—at home and in the community, in the economy and workplace, in health and educational attainment, in political participation and leadership— leads to faster progress toward the 2030 Agenda for Sustainable Development. As a result, rather than executing discrete piecemeal initiatives, it is critical to take a comprehensive approach to gender equality targeted at altering the institutions that create and sustain gender inequality.

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