Gender Mainstreaming in Transport for London

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Head of Policy and Strategy
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Transport for London

TfL runs London’s Transport system
- London Underground – 3 million passengers every day
- London Buses 6 million passengers every day
- Docklands Light Railway – 50 million passengers every year
- Taxis and Private Hire – (Black Cabs and Minicabs)
- Tram Services
- Assisted travel services for disabled people
- cycling and walking
- London’s river services
- London’s major roads and all traffic signals
- Operates the congestion charge
TfL’s Approach to Gender Mainstreaming

- Find out what the differences are between travel patterns of men and women
- Prioritise these, what are the most important issues
- Assess how these can be incorporated into existing strategies and assess the cost of adapting policy
- Develop a consciousness that recognises that not everyone uses the network in the same way
"I drive to school then walk to the station, take my tube, back to the station then walk to school and pick up the kids and take them home again."

"There is more standing room for mums on the buses with their buggies. You don’t have to take the baby out of the buggy and fold it up"

"The supermarket, although it’s on a local bus route, I can’t cross the road ‘cos they’ve got the central barriers across it. I have to go under the tunnel, come out the other end, cross the main road, cross another road, walk 30 yards – really the car is so much more convenient."

"If I could afford it … I would get a taxi everywhere."

"As a women you are more vulnerable. You might attract more attention and the wrong kind of people as well."

"I feel like an old granny, you know. I just sit on a dirty seat, they are just filthy you know, your feet is on filth, the windows are filthy, they have all got graffiti on them, the finger marks … “
Women in London

• Women make up 51% of London’s population
• 55% of over 60s and 68% of over 80s are women
• 41% of working women have dependent children (under 18yrs)
• 20% have at least 1 child under 5yrs
• 66% of women of working age are in employment (75% of men are in employment)
• Women on average earn 25% less than men in London – earnings are lower for women with pre-school children and even lower for women from some ethnic minority communities
• 75% of part time workers are women
Women’s travel behaviour in London

- Women trip-chain more than men
- 25% of women’s journeys are made by public transport
- 61% of shopping trips and 71% of trips escorting children made by women
- More likely to travel “off-peak”
- Less likely to travel after dark on public transport
- Women’s trips to work are more likely to be local than men’s
Mode choice

• Car is the most common mode of transport (although this is falling slightly every year)
• Women use buses more than men, but use the Underground less
• Women are more likely to walk than men, but less likely to cycle (18% of men and only 12% of women

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<td>Night bus</td>
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### Travelling after dark

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Source: TfL Omnibus, November 05
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Transport issues – Personal Security

• Personal Security – particularly at interchanges
  – TfL has revisited the design of interchanges and bus stations and enhanced lighting, provided more staff installed help points and added more services especially at night

• Routes to and from transport links – women feel vulnerable if they have to walk the last bit of the journey home
  – Work with local councils to increase lighting and promote safer routes to and from transport links

• Crime associated with illegal minicabs was a serious problem
  – Licensed minicabs and campaigns such as “Know what you are getting into” and introduction of the “text HOME” service and increasing the number of staffed taxi ranks
Transport issues - Affordability

• Greatest discount on fares is available to Season ticket holders and part time workers or those on lowest incomes have least access to these fares
  – Fare policy is complex, it is a tool for managing demand both up and down. Concessions should fit with this strategy, Pay as you go Oyster cards mean that you pay less than if you use cash (£2 per journey if cash 90p if you use Oyster card)

• Household budget spent on transport can be high, especially with children at school and for those on fixed incomes
  – Free travel on buses and trams for all school children introduced in 2006 and free travel for under 11yrs on Underground when travelling with adults
  – 50% reduction on bus fares for those on low incomes
  – Students over 18 have 33% reduction in fares
  – Every person over 60 travels free across the network
Transport issues - Access

• Physical barriers (steps etc) are particularly difficult if travelling with young children, heavy shopping or you are an older person
  – All London’s buses are low floor wheelchair/child buggy accessible, major programme to provide step free access to Underground

• Access to information is more important to women as they tend to plan journeys more than men
  – Reliability of information is crucial and impacts on perception of personal security. Providing information on line, by phone, in apartment building foyers as well as more staff at bus stops and stations.

• Staff Attitudes, if staff are helpful, considerate and well informed then women and others more likely to make a shift from one mode to another
  – Investment in training staff to understand differing priorities of women and other groups, and recruiting more women to work across the network
Gender Mainstreaming & Transport Planning the future

- The development of the next transport strategy has incorporated much of what we have learned over the past 5 years
- It has a clear focus on social inclusion through strategically linking transport to essential services and working in partnership with communities, schools and businesses to develop transport solutions for all Londoners – SMARTER TRAVEL unit set up to begin this work now
- More focus on outer London network as well as increasing capacity on the radial routes into the city centre
- A focus on the whole journey – door to door and ensuring seamless interchange between modes
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For further information:

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