10-minute Public Transport: Improving access for babies, toddlers, and caregivers

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Access is about connecting people to their lives by the integration of Mobility and Land use. 

In other words: How do I get to... the places I need to go.
A disconnect between land use and mobility

Buildings don’t speak to the streets, distances too long to walk, no clear destinations nearby, walking conditions are poor (no sidewalks, no shade, no activity)
But trends in urban development have been increasing sprawl, single use, & more stress.

Data from 2010

The high growth areas in Mexico City are the red areas – all outside the city proper (the yellow in the center) and most developments look like the below single-se social housing.
What are the needs of babies, toddlers, and caregivers?

- Particular needs for services
- Healthy and safe environments and a good quality public realm
- Low-stress environments that enable loving interactions between caregivers and babies and toddlers
THE 15-MINUTE NEIGHBORHOOD

THE BASICS:
Ensure basic utilities and public infrastructure systems that support the daily lives of families and allow for safe and convenient mobility are in place.

LOCAL MOBILITY:
Make walking and cycling the preferred and most comfortable mode of local travel for babies, toddlers, and those who care for them.

LOCAL DESTINATIONS:
Ensure key caregiving destinations are within walking or cycling distance of a mix of housing types, creating inclusive neighborhoods for all families.

LOCAL PLAY:
Enable play by creating safe and healthy open space in the public realm.

LOCAL ENVIRONMENT:
Reduce environmental stressors from motor vehicles by slowing speeds, reducing car use, and shifting space from cars to people.

10-MINUTE PUBLIC TRANSPORT
To improve access for babies, toddlers, and caregivers

Tirana, Albania. Cecilia Vaca Jones and Bernard van Leer Foundation

15-Minute Neighborhoods
10-Minute Public Transport

Pune BRT, ITDP.
The Full Spectrum of Public Transport

Multiplicity of identities using a variety of public transport options
● Travel with others
● Shorter trips, more often
● Trip chaining
● Limited time
● Off peak travel
● Care specific destinations
● Carry goods
Public transport: opportunities

- Good for longer distances, and often services are not close by
- Faster and more comfortable travel with goods and family
- Opportunities for interaction with young children
- Connects to more specialized services
- Perception of safety
COVID-19 has driven millions of women out of the workforce. Here’s how to help them come back

During the pandemic, more women than men left the workplace.

- In the US, in December 2020, women accounted for 100 percent of the jobs lost.
  - Most were Black and Brown women
- In Latin America, female workers were 44 percent more likely than male workers to lose their jobs.
  - The presence of school-age children at home is linked with a rise in job losses among females but not among males.

Key Messages
- According to High-Frequency Phone Surveys (HFPS) conducted in 13 countries in LAC, female workers were 44 percent more likely than male workers to lose their jobs at the onset of the COVID-19 crisis.
- As the crisis evolved, temporarily unemployed workers started to go back to work. But the difference in job losses among females and males persisted.
- Highly female-intensive sectors—trade, personal services, education, and hospitality—explain 56 percent of all job losses.
- Factors associated with resilience to job losses during the crisis differ among males and females. For instance, the presence of school-age children at home is linked with a rise in job losses among females but not among males.
- Employment losses as a result of the COVID-19 pandemic may deepen existing gender gaps in the region, thereby creating the need to design policy responses and actions that target women and help ensure an inclusive recovery.
Public transport planning biases and assumptions

- Commute-focused (peak hours)
- Financial model that relies on overcrowding
- Not designed or operated as a public service
Care trips on public transport

Tiruchirappalli, India

Mexico City, Mexico
Not enough space for waiting
No shade or seating

Tiruchirappalli, India
Caregivers may travel with multiple children and need more space to travel together.
10-minute public transport

where people have no more than a 10-minute wait for public transport that is within walking distance

Dar es Salaam, Tanzania
Why 10-minute public transport:

- **Reduces travel time** because of regular or increased frequencies, including at transfers or when making connections.
- **Increases travel flexibility** with frequent schedules all day, not just during peak commuting hours.
- **Reduces waiting times** and reduced variability of waiting times.
- **Less crowding** and isolation.
- **Better ability to plan trips** because of increased reliability.
- **Improved accessibility to services** not in proximity to their household.
Walking and pedestrian spaces are the cornerstone of healthy thriving networks and service design.

**KEY PRINCIPLES OF 10-MINUTE PUBLIC TRANSPORT**

- **Network and Service Design**
- **Station and Stop Design**
- **Safety and Security**
- **Fare Policy**
- **Service Integration**
Network and service design

Dedicated road space for public transport

Dedicated BRT lane in Dar es Salaam, Tanzania.

Frequent, all-day service

Seattle offers frequent service with multiple routes

Dedicated space in vehicles

Cape Town BRT system with space on vehicles for strollers.
Station and stop design

Ample space, seating, shade / weather protected

Belo Horizonte, Brazil

Level boarding,
Universally accessible

Yichang, China
Boa Vista, Brazil, bus stop with colorful elements

Play programming at Lexington’s main bus station, via Kaboom.

Play elements, bright colors
Green infrastructure, nature

Cape Town, South Africa
Safety and security

- Lighting
- Station design
- Policies and protocols against harassment and crime
- Staff training on gender and caregiver needs

TransPeshawar BRT system in Peshawar, Pakistan, features women only ticket counters and CCTV in vehicles for added sense of security.

Transcarioca in Rio de Janeiro, Brazil, incorporates safety by design with transparent panes and good lighting.
Fare policy

- Targeted discounts
- Free fares for children
- Free transfers
- Off board fare collection
- Common fare medium
- Integrated with other modes

Trip chaining can be facilitated by allowing free transfers within a period of time, like in Santiago, Chile.

Off board fare collection and wide turnstiles help caregivers with strollers more easily access public transport.
Co-locate transport services

Integrate information and wayfinding

Integrated route planning

TransJakarta integrate informal transport with the BRT which increased its service coverage to 83% of the city’s population. New wayfinding helps navigate available modes.
10-minute public transport can be the foundation to move public transport from commute-oriented to care-oriented and deliver a dignified public service that enables caregivers to meet the needs of their young children.
Thank You!

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