Connecting Communities Through Equitable Mobility Planning in Peshawar

Peshawar: Region’s First Gold Standard BRT
Geographical Context
Decades old unsafe vehicles (Mini Buses, Wagons and Suzuki’s Pickups) served 70% of total demand for motorized transport in Peshawar without formal bus stops, schedule and lack of Government control.
Context – Mobility Issues

High Floor Buses with multiple steps, no facilities for PWD, elders and women. Challenging for elder people, women and children to even board the bus. Due to no control of Government and lack of access to stops (no footpaths, no marked stops etc.) the low income people, women, PWDs and children's were mainly excluded. Only two seats were reserved for females.
Context – Mobility Issues
1. The female mobility was restricted to private taxis and rickshaws due to issues like harassment, separate seats from male cabins, and other cultural barrier.
2. The female students were most affected as they need someone from family to accompany them, as they felt unsafe in taxis.
3. The persons with disabilities had no option and completely excluded.
4. The school going children were excluded due to lack of safety.
5. The other vulnerable groups like Transgenders were harassed in public transport.
Context – Mobility Issues
To deal with the issue – Peshawar BRT was introduced by the Government of Khyber Pakhtunkhwa with support of ADB and AFD.

Zu-Peshawar (Let’s Go Peshawar) – 3rd Generation BRT

- 27 km dedicated corridor
- 30 stations along the corridor
- Diesel hybrid electric buses
- 2 depots and 1 staging facility with commercial activities and park & ride facilities
- 10 routes with coverage of 85 km of route length
- Bicycle sharing system with 360 cycles and 32 stations.
Social Inclusion - Gender Action Plan (GAP)

Planning Phase
- Need Assessment
- Setting Targets
- Awareness Campaigns
- Social Inclusion
- Active Coordination
- Community Participation

Execution Phase
- Community Participation
- Preparation of contract documents
- Setting KPIs
- Provision of facilities as planned
- Stakeholder consultation

Operation Phase
- Knowledge Corners
- Awareness
- Anti harassment policies / Safety
- Staff training
- Enforcement / KPIs
- Passenger feedback
- Trends

Continuous Monitoring and Improvement Process
Planning Phase

Setting Targets, Need assessment, Consultation with the vulnerable groups
Execution Phase

The execution phase include the inclusion of communities in civil works, fleet design, station design, affected operators and business to complement and improve the Zu Peshawar System.
Operational Phase

The Operational Phase include safe and inclusive facilities of mobility for all, monitoring targets, getting feedback & continual improvement.
Operational Phase

Safety and Security
Operational Phase

Safe Travel Program for Children
# Gender Action Plan (GAP)

<table>
<thead>
<tr>
<th>Baseline Conditions</th>
<th>GAP Targets</th>
<th>Current Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>No female employment (0%)</td>
<td>10% Female Employment</td>
<td>12% Female Employees</td>
</tr>
<tr>
<td>2% females</td>
<td>20% Female only Ridership</td>
<td>26% Female only Ridership</td>
</tr>
<tr>
<td>Not accessible</td>
<td>A Universally accessible BRT System</td>
<td>100% Universally accessible for all vulnerable groups including PWD, children and Transgenders</td>
</tr>
<tr>
<td>No monitoring of public transport</td>
<td>60% positive perception for each type of passengers</td>
<td>84% positive perception for each type of passengers (independent survey)</td>
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<tr>
<td>No provision for females and elderly in transport</td>
<td>Clearly demarcated sections for women and elderly in stations and buses</td>
<td>100% Clearly demarcated sections for women and elderly in stations and buses</td>
</tr>
<tr>
<td>No opportunity for females</td>
<td>15% allocation of commercial places for females</td>
<td>Commercial facilities under construction</td>
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</tbody>
</table>
Thank You

Peshawar: Road to the Region’s First Gold Standard BRT - Technical Webinar

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