

INCLUSIVE MOBILITY FOR INDIAN CITIES

Gaps in Implementing
Disability-Inclusive Transport
Infrastructure



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Summary

Transport is a crucial factor in shaping communities and connecting people to opportunities. However, not everyone has equal access to transport systems, leading to disparities and exclusion. Inclusive mobility aims to address these challenges by ensuring accessible, affordable, and equitable transport services for all individuals, regardless of their background or ability.

India, with its large population and diverse needs, must prioritise planning and investing in inclusive transport infrastructure to support the mobility and well-being of all its citizens. Recognising the urgency, the Indo-German Development Cooperation project Sustainable Urban Mobility – Air Quality, Climate Action, and Accessibility (SUM-ACA)¹ organised a consultation workshop on “Inclusive Mobility for PWDs” to understand the challenges faced by persons with disabilities in accessing different modes of transport.

This conference note provides an overview of the workshop, highlighting the discussions and insights gained from various sessions. The workshop brought together sector experts, Disabled People Organisations, policymakers, and international development agencies to delve into topics such as policy frameworks, legal frameworks, universal accessibility codes, and the lived experiences of persons with disabilities.

It explores the major findings of the workshop, including challenges related to inaccessible infrastructure, limited capacity among planners, lack of public awareness, and the need for disability-specific disaggregated data. It also discusses the recommendations and suggestions put forward by the participants, such as improving public transport accessibility, enhancing first and last-mile connectivity, sensitising staff, utilising digital solutions, and integrating divyang-friendly measures into infrastructure projects.

¹Sustainable Urban Mobility - Air quality, Climate action, Accessibility (SUM-ACA) is implemented by Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH and the Ministry of Housing and Urban Affairs (MoHUA), commissioned by the German Federal Ministry for Economic Cooperation and Development (BMZ). The project objective is to enable national, state and municipal institutions to promote climate and environmentally friendly, low emission and socially balanced urban mobility systems. The project is part of the Green Urban Mobility Partnership between Germany and India.

Key Findings of the Workshop:



Challenges for the inclusion of Persons with Disabilities (PWDs) in cities include inaccessible infrastructure, limited capacity of urban practitioners, civil engineers, urban planners and transport planners, lack of public awareness, and inadequate disability-specific data.



Blind and Low Vision individuals face difficulties in reaching public transport stations due to lack end-mile connectivity, limited assistance and safety concerns.



Individuals with speech and hearing impairments encounter communication barriers, delays in journeys, lack of Indian Sign Language interpreters, and safety issues.



Persons with Locomotor disabilities and limited mobility face challenges such as lack of non-motorised vehicle infrastructure, barriers on footpaths, limited first and end-mile connectivity, and inaccessible infrastructure inside buses.



Key issues discussed include inaccessible public transport, insufficient accessibility of public spaces and infrastructure, first and end-mile connectivity challenges, associated infrastructure issues, policy gaps, and the potential of digital solutions to enhance accessibility.

6



Recommendations include improving public transport accessibility, enhancing accessibility of public spaces and infrastructure, addressing first and end-mile connectivity, improving associated infrastructure, increasing stakeholder sensitisation, leveraging digital solutions, and promoting accessibility in private vehicles.

The findings from the workshop emphasised the need to address gaps in disability-inclusive transport infrastructure and highlighted the significance of inclusive mobility for persons with disabilities in Indian cities. By addressing the gaps in implementing disability-inclusive transport infrastructure, India can move closer to achieving its goals of sustainable and inclusive mobility. Through collaboration, awareness, and concerted efforts, Indian cities can become more accessible, inclusive, and welcoming for all individuals, regardless of their abilities or disabilities.

Under the aegis of the Green Urban Mobility Partnership (GUMP) India and Germany are committed to implement sustainable and inclusive transport systems for all. After successfully piloting gender-inclusive mobility solutions, GIZ is working with its partners towards enhancing disability-responsive mobility systems in Indian cities. Based on the findings of the consultation, GIZ would be taking up recommendations to facilitate the creation of an inclusive, safe and accessible mobility ecosystem. This includes creation of capacity development of urban practitioners, transport planners and ground staff of State Transport Undertakings (STUs) through sensitisation modules and simulation activities; as well as supporting STUs to improve the accessibility of their service through the creation of SOPs and ready-reckoner guides.

Background

Transportation plays a crucial role in shaping the social, economic, and environmental landscape of communities. It serves as a lifeline connecting people to opportunities, fostering social interactions, and supporting economic growth. However, not all members of society enjoy equal access to transportation systems, leading to disparities and exclusion. Inclusive mobility seeks to address these disparities by ensuring that transportation services are accessible, affordable, and equitable for all individuals, regardless of their socio-economic background, age, ability, or geographic location.

United Nations stated that approximately



1

billion people
across the world

have some form of disabilities - making them the world's largest minority.

Agenda 2030 of United Nation Sustainable Development Goals (SDGs) also recognise the importance of inclusive mobility. Target 11.2 of the SDGs aims in providing access to safe, accessible, affordable, and sustainable urban transport system to all by improving road safety, expansion of public transport by providing special focus to those in vulnerable groups like children, women, elderly people, and Persons with Disabilities (PWDs).

To further strengthen the 2030 Agenda, the Incheon Strategy on Disability-Inclusive Development provides governments and stakeholders a set of regionally agreed goals to promote the rights and well-being of persons with disabilities. While it does not specifically address disability-inclusive transport, its principles and goals have significant implications for the accessibility and inclusivity of transportation systems. The Incheon Strategy emphasises the importance of integrating accessibility and Universal Design as a cross-cutting principal in all planning measures, and underlines the need to include PWDs in decision making processes.



2.21%²

Indians living with disabilities, lack of accessible transportation not only limits their mobility, but also access to education, healthcare, and economic opportunities. It, therefore, becomes crucial to prioritise planning and investing in inclusive transport infrastructure that caters to the needs of all sections of the society.

² National Census of India, 2011

The United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), of which India is a signatory, also has significant implications for inclusive transport. It recognises the rights of persons with disabilities to accessible transportation and aims to eliminate barriers that prevent their full and equal participation in society. The convention emphasises the importance of accessible infrastructure, transportation services, and reasonable accommodations to ensure that persons with disabilities can enjoy their right to mobility, independence, and social inclusion. It also promotes awareness, training, and collaboration among stakeholders to achieve inclusive transport systems that cater to the diverse needs of persons with disabilities.

To achieve sustainable mobility, it is crucial to include all sections of the society in decision making, along with ensuring the inclusivity and safety of those sections. Persons With Disabilities are not a homogenous group, and each disability has its own diverse set of challenges, which need to be considered while planning for inclusive infrastructure.

As part of the Green Urban Mobility Partnership (GUMP), India and Germany are dedicated to establishing sustainable and inclusive transportation systems for everyone. Building upon the successful implementation of gender-inclusive mobility solutions, GIZ is collaborating with its partners to further improve mobility systems that cater specifically to the needs of individuals with disabilities in Indian cities. To understand the various challenges faced by Persons with Disabilities in accessing different modes of transport, the Sustainable Urban Mobility – Air Quality, Climate Action, and Accessibility (SUM-ACA) project organised a consultation workshop on 'Inclusive Mobility for PWDs'.

The workshop discussions comprised of:

Lived experiences of PWDs on inaccessible transport infrastructure and mobility challenges.

Panel discussion between sector experts, representatives of Disabled People Organisations, policymakers and international development agencies involved in the planning and design of inclusive transport systems.

Roundtable discussion to foster dialogue exchange between different stakeholders to explore possible solutions for disability-inclusive transportation.

About the Consultation Workshop:

The consultation workshop aimed at identifying and understanding the existing challenges and opportunities pertaining to inclusive mobility in Indian cities. Comprising of sector experts, NGOs, Disabled People Organisations and citizens, the workshop delved into a wide range of topics, including macro-level policy frameworks, legal frameworks, universal accessibility codes and lived experiences of Persons with Disabilities.

While the motive of the workshop was to understand challenges and opportunities for delivering inclusive mobility systems for different disabilities, it focused mainly on:



Visually Impaired (Blind and Low Vision)



Hearing Impaired and Speech and Language disability



Locomotor disabilities and persons with limited mobility

To further gain insights on the issues and challenges in delivering inclusive mobility for PWDs, the workshop was divided into 3 sessions.

Session 1:

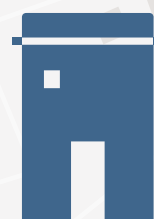
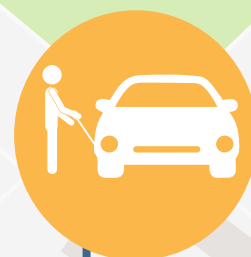
Inaugural Session and presentation on findings of GIZ-supported survey on travel experiences of PWDs

Session 2:

Panel discussion between sector experts, policymakers and international development agencies involved in the planning and design of inclusive transport systems.

Session 3:

Experience sharing by Persons with Disabilities and suggestions by Non-Governmental Organisations, Civil Society Organisations, Disability Rights Experts



SESSION 1

Inaugural Session and presentation on findings of GIZ-supported survey on travel experiences of PWDs

In session 1, GIZ showcased the existing scenarios on inclusive mobility for Persons with Disabilities (PWDs). Mr Rajesh Aggarwal, IAS, Secretary, Department of Empowerment of Persons with Disabilities, Government of India gave an overview of ongoing initiatives of the government of India and concerted efforts required by ministries to make physical infrastructure more accessible for PWDs.

GIZ's team presented the findings of the survey it undertook to understand the mobility challenges being faced by the Persons with Disabilities (PWDs). The physical interview surveys were conducted by visiting NGOs, CSOs and DPOs to collect information on the problems faced by PWDs in accessing transportation systems and their everyday commuting experiences.

The major findings of the study were:

Challenges for inclusion of PWDs in cities

- Inaccessible built infrastructure for PWDs
- Lack of sensitisation and limited capacity of urban practitioners and transport planners to plan disability-inclusive infrastructure
- Lack of mass sensitisation and public awareness on disability
- Lack of disability-specific disaggregated data

The disability-specific challenges that emerged are listed below:



Challenges faced by Person with Visually Impairment:

- Inability to reach the public transport station and transit stops due to physical barriers and lack of tactile pathways
- Lack of Non-Motorised Vehicle (NMV) infrastructure
- Lack of assistance, both outside and inside the transit mode
- Non-cooperative behaviour of the public transport staff, e.g. halting the bus at a distance from the stand and not assisting the person to the seat
- Safety concerns like fear of theft and injury at the bus station.



Challenges faced by Persons with Speech and Hearing Impairment

- Communicating with the other person asking for assistance in terms of directions
- Delay in journey due to communication barriers
- Missing out on announcements regarding delays and route changes due to inaccessibility of information
- Non-availability of Indian Sign Language (ISL) Interpreters
- Constant fear of injury on road due to inability to hear.



Challenges faced by Persons with Locomotive Disability/ Limited Mobility

- Lack of Non-Motorised Vehicle (NMV) including barriers on footpath, which further limits the smooth movement of the wheelchair.
- Lack of first/end-mile connectivity
- Lack of assistance for wheelchair movement on pedestrian pathways
- Inaccessible infrastructure inside the bus for wheelchair accommodation
- Lack of freedom in movement in accessing public transport



SESSION 2

Panel discussion between sector experts, policymakers and international development agencies involved in the planning and design of inclusive transport systems.

It consisted of a panel of experts working in the fields of accessibility, transport and urban planning, and representatives from international multilateral organisations. The panel discussion touched upon several aspects of inclusive planning and design, and the coordination required amongst concerned stakeholders to achieve universal accessibility.

The overarching themes that emerged during the panel discussion were:



Inaccessible Public Transport

The points discussed during panel discussion were:

a. Before year 2002, there were no discussions pertaining to low floor buses in Delhi. It is only after 2002, the idea of low floor buses was brought into being. Making the buses low floor was the first step of moving towards making buses more accessible. However, other than low floor buses the associated infrastructure needs to be disability-friendly, including bus staff inside the public buses which are usually non-cooperative with PWDs. This includes not assisting

the visually impaired person and wheelchair users to the seat. The staff was also found not assisting in boarding and de-boarding of the transport.

b. Cities doesn't have inclusive buses including the associated infrastructure. Most of the cities have buses with boarding height of 900mm which remains the biggest issue for PWDs. However, retrofitting of hydraulic lifts in the buses may be the substitute for making the buses more accessible, and this needs to be accompanied with sensitisation trainings and capacity building of the on ground crew.



Lack of accessible public spaces and infrastructure

Accessing the public transport infrastructure remains the biggest challenge for PWDs. Following are the points which were highlighted by the experts:

- Lack of ramps and elevators at public spaces and transit stations are a major hindrance to accessibility.
- Prof Balakrishnan from IIT Delhi pointed out the barriers faced by PWDs while accessing the

buses. PWDs generally need to cover a distance of 20-25m to reach the entry gate of the bus. It becomes a challenge for Visually Impaired and Persons with Limited Mobility in reaching the entry point of the bus. A visually impaired person faces challenges with bus number and finding the entry point of the bus. Due to the absence of an audio announcement or public address system at bus stops, the boarding of the right buses becomes very challenging for a visually impaired.



First and End Mile Connectivity

Reaching the point of transit, i.e., bus stand and metro station is a significant challenge for many PWDs. Some of the issues highlighted on the lack of inclusive first and end-mile connectivity options included:

- No specific budget allocation for making the first and end mile connectivity options accessible for PWDs.

- An inclusive environment should be created by keeping in loop the idea of last mile connectivity. The first and last mile infrastructure have gaps in planning processes, faulty design processes and poor financial allocation.
- Comprehensive mobility plans which are important planning tools for planning mobility infrastructure of a city are essential for building of an inclusive and conducive environment.



4



Associated Infrastructure

Apart from accessible public spaces, other associated infrastructure plays an important role for making the transportation more inclusive for PWDs.

- PWDs do not have access

to accessible parking at government buildings and other public infrastructure areas.

- Lack of accessible toilets at bus depot especially for female passengers. This further makes the journey uncomfortable for them.

5



Mandate in Implementation

Several rules and activities shall be made mandatory for better efficacy. The following were the points which were pointed out:

- No penalties on Urban Local Bodies who are responsible for infrastructure development. There shall be mandatory third-party accessibility audits of the new public infrastructure with mandatory public feedbacks.
- National level policy and national level mandate is

required for inclusive mobility for PWDs.

- Proper sensitisation trainings to engineers of urban local bodies and state transport undertakings shall be made mandatory and officials shall also be sensitized about the Right for Persons with Disabilities Act, 2016 (RPWD).
- The learning modules on accessibility shall be made mandatory as a part of Department of Personnel Training (DOPT).

6



Gaps in frameworks, policies, and their implementation

In-spite of the frameworks and policies related to inclusive mobility, there are several gaps in them which can further impact the implementation process which are:

- No mention of PWDs in National Indicator Framework (NIF). There's no segregated data available on disabilities. It is essential for policies to incorporate the data on disabilities.
- Restriction to assistive technology because of insufficient budget allocation.
- Low floor buses which are more accessible for PWDs are

expensive, therefore, to achieve the economies of scale mass production is important for low cost of low floor buses.

- lack of coordination between several authorities is another major gap being highlighted during the discussion and coordination between parties is very essential. Agencies like transport authorities, Public Work Department (PWD), Delhi Transport Corporation (DTC), Delhi Police, Municipal Corporations of every city shall work together to make infrastructure more inclusive.
- It is also recommended, to add disability sensitisation trainings as part of school curriculums to effectively achieve mass awareness on disability related issues.

7



Potential of digital solutions and technology to enhance accessibility

Digital solutions have emerged as powerful tools in the quest for creating accessible transportation systems for persons with disabilities. By leveraging technology and innovative approaches, these solutions aim to overcome barriers and provide inclusive mobility options for individuals with diverse abilities. Through the utilisation of mobile applications, assistive devices, and real-time data systems, digital solutions have the potential to revolutionise transportation accessibility and empower persons with disabilities to navigate the world more independently and seamlessly. Some of the potential state of the art digital solutions discussed were:

- Ultrasonic ranging solutions to ease the accessibility for Visually Impaired. This allows the user to know the bus number on an app which will provide the audio. This will guide the person to the entry gate. Through app, the driver will be alerted that a PWD is waiting at this bus stop while triggering on the app.
- Indoor navigation is another solution which can be used in mapping the pace assist the person in visiting the location, independently.



8



Making Private Vehicles More Accessible

Lack of accessible commute options is not just limited to public and para-transit modes, but also private vehicles. Many wheelchair users and persons with locomotive disabilities require modified and accessible vehicles. Currently, the option for accessible cars is limited as there are no accessible cabs or car manufacturers. The onus is on the users to get their private vehicles modified by local fabricators which poses a challenge to vehicle safety and is not always affordable for a large chunk of the population. It is important in taking a lead in initiating a dialogue by inviting various car manufacturers or society of car manufacturing association and automotive research association of India (ARAI) and bring them together on a single platform and discuss about making private vehicles wheelchair accessible. This will help in making accessibility easier.



SESSION 3

Experience sharing by Persons with Disabilities and Suggestions by Non-Governmental Organisations, Civil Society Organisations, Disability Rights Organisations

The roundtable consisted of Persons with Disabilities (PWDs), representatives from Non-Governmental Organisations (NGOs), Civil Society Organisations (CSOs) and Disability Rights Organisations (DROs). The roundtable highlighted insights related to the lived experiences by PWDs in accessing transportation for their daily needs. The representatives from NGOs, CSOs and DROs, highlighted other important issues that can be taken into consideration for building a more inclusive environment for PWDs.

The following points emerged from the discussion:

1



Movement as an inherent right

Movement is not something which a person shall ask for, it is something which is promised by the Constitution of India. Highlighting the legal safeguards guaranteed to all citizens on 'Free Movement'³ and 'Right to Equality'⁴, Advocate Tapas Bhardawaj, underscored the following points:

- Free movement is an inherent right of every

person. It should be ensured by the country so that these rights are being fulfilled for every individual in the country.

- Facilitating the effective participation is making the first step towards an inclusive society.
- Considering these above-mentioned rights which are guaranteed by the Constitution of India, adequate efforts need be made to ensure the free movement of everyone.

³ Article 19 1(d) under part III of the Indian Constitution guarantees the 'Right to Free Movement'.

⁴ There shall be no discrimination in terms of free movement of the person. Article 14-18 of the Indian Constitution guarantees 'Right to Equality' to all the citizens.

2 |

Affordability of Public Transport and other facilities

Apart from barriers in the form of inaccessible infrastructure and exclusionary environment, unaffordability acts as a significant barrier. Ms Preeti Johar, CEO, Family of Disabled pointed out how high fares of few transportations' mode restricts the person from traveling. It was pointed out that:

- Affordability of public transport shall be ensured to make the transport system more inclusive for PWDs.

- Many people don't prefer traveling in metro, especially from lower-middle income group. Concession pass in metro shall be proposed to make more people access it.
- The affordability is not only an issue for public transport but other facilities which helps in making the transport system more inclusive. Higher rates of Para- Transit like auto- rickshaw which people uses to reach the source of public transport mostly to the metro station. Affordability for PWDs going in auto-rickshaw shall be ensured.

3 |

Accessibility of Public Spaces

- Ms Mridul Singh, Secretary of Koshish Special School, pointed out the several barriers on footpaths that make navigation difficult for PWDs. These barriers include hawkers on footpath, informal settings of shops, vehicles parked on and near the footpath, unhygienic condition like urinal spots, etc.
- Mr Tapas Bhardwaj pointed out that apart from many physical barriers on the footpaths, such as trees, stray animals, potholes etc, Visually Impaired pedestrians face challenges due to lack of tactile paths. Even where tactile paths are present, they may be inappropriately built or contain blockages. It was also pointed out that the signal on the roads is not accessible for Visually Impaired which makes it

difficult for them in crossing the roads and alerting them about a nearby barrier on the footpath.

- Ms Muskan Bhatia, Disability Rights Activist who is also Speech and Hearing Impaired (SHI) brought into light the communication barriers that they face. Announcements on trip delays or route changes are not accessible for SHI persons, as no Indian Sign Language (ISL) interpreters are available at public places. Ms Bhatia suggested the provision of ISL videos on screens along with written information as many SHI persons may not know English or the local language, but they understand ISL.
- Ms Preeti Johar recommended that the right as a pedestrian for everyone shall be the utmost priority. The smooth movement of pedestrians shall be given the priority.

4 |

Accessibility inside the transport

The points highlighted are:

- The metres present in paratransit like autorickshaws are not accessible, further making it difficult for them to analyse the price of the trip. Mr Bhardwaj suggested integrating payment options and trip planning through solutions like Mobility as a Service (MaaS), that would allow users to navigate options and plan for their trip on their mobile app.
- Boarding mechanism of entering transport, especially in buses is problematic for many PWDs. The driver of the bus not stopping the vehicle for appropriate time and at a distance from the station.
- Mr Pulkit Sapra from Raised Lines Foundation pointed out the importance of finding assistive staff. Not finding assistive staff at time leads to delay in the journey of the passenger. 1 hour journey in metro takes 2 hours or more for PWDs due to delay in allocation of assistive staff.
- Special staff for assisting PWDs at metro station can help in reducing the overall journey time for PWDs. He also recommended the presence of lift at the metro station being nearby can also be one of the solutions for reducing the journey time.



5



Lack of Sensitisation and Public Awareness

There is a significant lack of awareness and understanding among masses regarding the needs and rights of persons with disabilities. People often overlook the importance of offering priority seating to those with disabilities, resulting in discomfort and inconvenience for them during their journeys. Additionally, the lack of training and sensitivity among transport staff can contribute to an unwelcoming environment for individuals with disabilities, further exacerbating their challenges. Some suggestions to this end included:

- Mr Subhash Vashishth recommended sensitisation of staff which includes drivers, conductors, auto- rickshaw

drivers. The staff needs to be sensitised about the challenges faced by PWDs. Sensitising drivers and conductors about the boarding mechanism of entering the transport can be one of the ways.

- Sensitisation of officials involved at top levels about the safety issues with respect to PWDs in transportation is also paramount.
- Mr Rajesh Trivedi suggested that educating school children on disability can be one of the effective ways for mass sensitisation of the issue. Adding on to this Ms Mridul Singh said that teaching basic sign language, braille language at primary level will also start sensitising people about the issue at an early age.

6



Exclusive services for PWDs

Providing special services to PWDs in respect to transportation can help in achieving inclusive mobility. This can be done in the following ways:

- Recommendations related to metro concession pass or free

services for PWDs in metro which will further encourage them in using metro as a mean for travelling.

- The idea of providing exclusive cab service backed by government for persons with disabilities.

7



Committee Representation

More meaningful insights can be collected with the help of a hierarchical structure. One of the structures can be 'committee representation' from every ward/ district/ constituency was recommended.

- The representation of committee shall be done by PWDs in which

they are selecting a leader for each ward and ward discusses it among themselves. The issues that will be identified related to transportation faced by PWDs shall be recorded by the ward officer and put forward to the higher-level officer. This will also give a chance to plan the in infrastructure in a way that will bring the aspect of how PWDs desire the infrastructure to be.

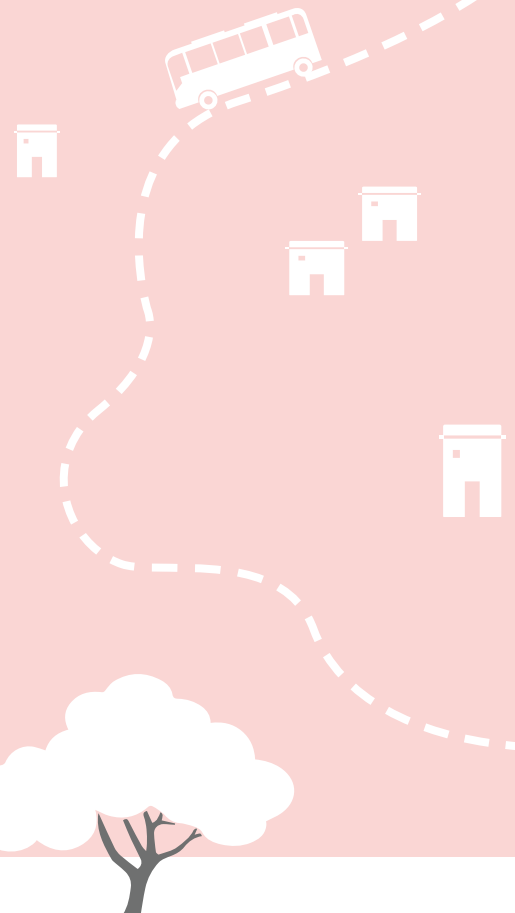
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Digital Solutions

Technology can play an essential role in facilitating inclusive mobility. Following points were suggested through which technology can play an essential role in building a barrier free mobility landscape: -

- Rating mechanism can be initiated to rate the travel experience by PWDs their commute via bus, metro, or paratransit. This can be done through an app in which the PWDs rate their journey. The reviews collected can further help with developing the infrastructure as per the challenges faced and recommendations given by PWDs.
- With no infrastructure existing in the vehicles for PWDs, retrofitting them with relevant equipment can be beneficial. However, retrofitting of the vehicle is not done at large scale today. This includes the reviewing motor vehicle act for retrofitting of the vehicle. Making mandatory stringent guidelines for retrofitting of the vehicles shall be done to increase the scale.



Conclusion

India has approximately 10-15% of persons with disabilities out of total Indian population (as per UN estimates) and the number is rising on account of medical conditions, increase in number of accidents and ageing population in the country. Disability-specific disaggregated data collection has always remained a challenge in India. In the absence of complete and perfect administrative statistics, recourse is taken through surveys and censuses inspite of their inherent limitations.

The Smart Cities Mission is the greatest opportunity to ensure their inclusion and participation in all new developments that will now take place in India, weaving together the provisions of the Digital India and the Accessible India Campaign to create an inclusive landscape that leaves no one behind.

The learnings from policy actions and responses outline actions and interventions that should respond to the challenges, barriers and capacity gaps identified. Such actions can then be prioritized in the areas likely to have the biggest effect on the underrepresented groups and people who are left behind. It is revealed through the study that lack of participation in urban management issues, law reform for anti-discrimination protections, expansion of social protection systems, equal opportunities in various societal affairs and access to urban services, etc. are likely to have multiplying impacts not only for that group but for broader society, across multiple goals and targets.

The mission with its notion of inclusiveness and convergence fails to integrate disability as a key issue in the smart city proposal. The Accessible India Campaign

(AIC) launched in 2015 for making India accessible for people with disabilities gave substantial push in the start, however struggled to integrate accessibility in other flagship campaigns and programmes, like Swachh Bharat or Smart Cities Mission, as core infrastructure elements in a Smart City do not include accessibility for persons with disabilities.

There is a need for integrating divyang-friendly measures in all infrastructure project with strict compliance on the initial project planning stage to ensure cities becoming divyang-friendly, accessible, and inclusive. Possible conjunction with infrastructure programmes like Atal Mission for Rejuvenation and Urban Transformation (AMRUT), Smart Cities Mission to ensure inclusion of vulnerable sections of our society experience 'Ease of Living' in Indian cities.

Towards Inclusive Transport: Forging a Path Forward

- Formation of Universal Accessibility Alliance at national level with all relevant stakeholders and DPOs to discuss the policy reforms required to make the transportation sector inclusive. Department of empowerment of Person with Disability under M.S.J.E. shall be the nodal agency for proposed national level alliance.
- Development of learning modules for Urban Local Bodies (ULB) of cities, city bus companies and State transport undertakings

(STU) to sensitise the officials, crew, and front-line staff about the mobility requirements of persons with disabilities.

- National level datathon/hackathon to find potential digital solutions to foster a safe, accessible, and inclusive mobility ecosystem for person with disabilities.
- Awareness campaigns to sensitise the general public and public transport users to make travel experience more comfortable and safer for persons with disabilities.

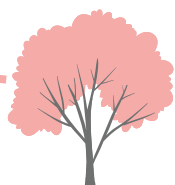
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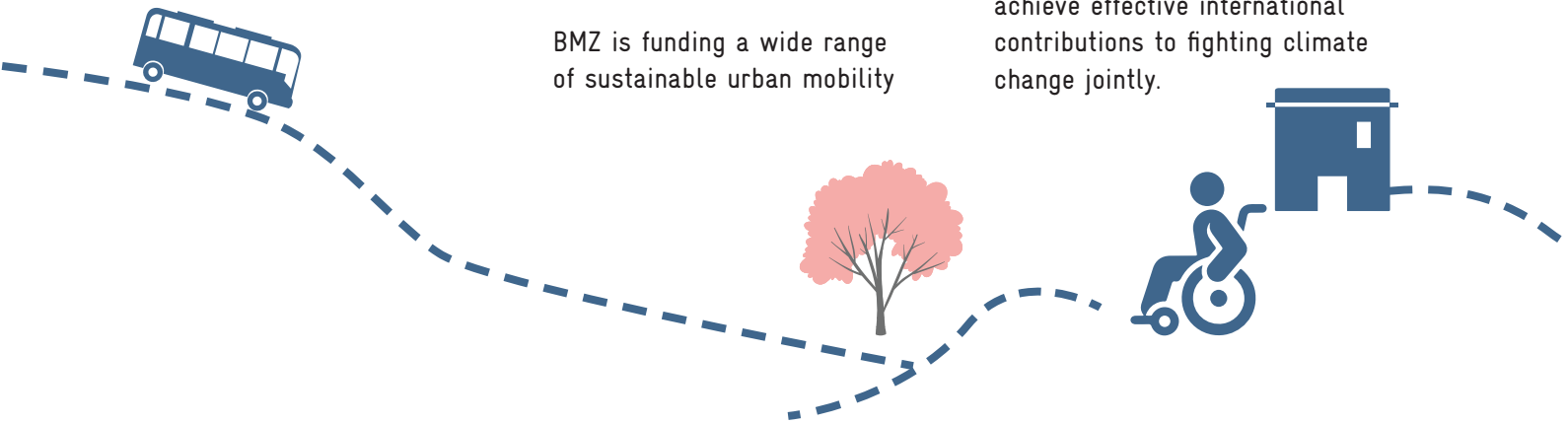




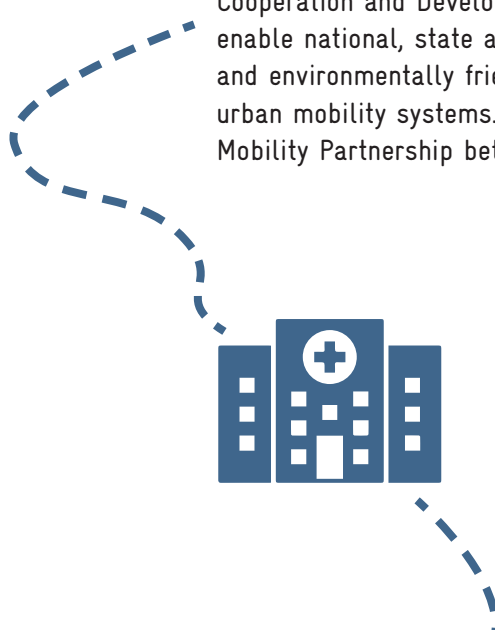
India and Germany have been working for more than 60 years together on environment-friendly urban development projects. To further deepen this cooperation, in November 2019, the Ministry of Housing & Urban Affairs (MoHUA), the Government of India and the German Federal Ministry for Economic Cooperation and Development (BMZ) signed a Joint Declaration of Intent on Green Urban Mobility Partnership (GUMP). Both countries agreed to collaborate more closely to transform urban transport systems through more efficient, people-centric and low carbon mobility solutions.

BMZ is funding a wide range of sustainable urban mobility

infrastructure improvement measures such as city bus transport systems, trams, water transport, cable cars, non-motorised transport, and multimodal integration. In addition, Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH (GIZ) is providing technical cooperation to enhance the capacities of national, state and local institutions and decision-makers for designing sustainable, inclusive and smart solutions for easy and affordable mobility. The implementation of this agreement is accompanied by a policy dialogue between the Indian and German sides to achieve effective international contributions to fighting climate change jointly.



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