

ALL ABOARD!

Adequacy of public transport for
garment workers in Bengaluru.



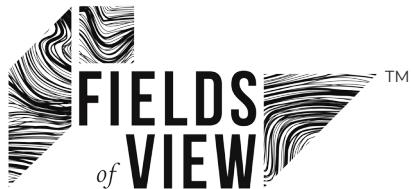
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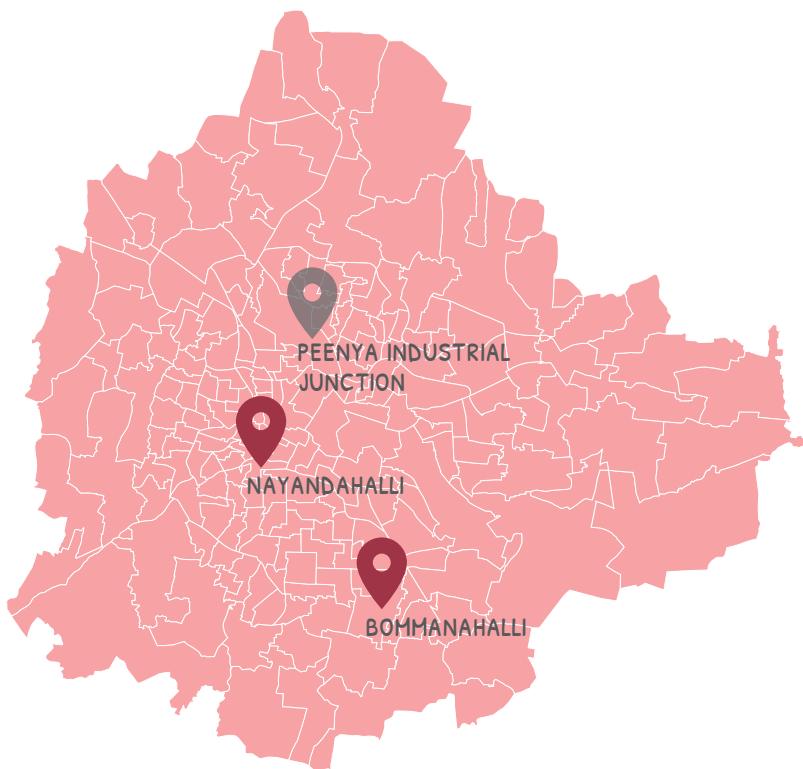


In this publication, we present visualisations based on research undertaken by Fields of View as part of the project 'Joint Road Forward'. The project is a collaboration between Fields of View, International Institute of Information Technology, Bangalore, TU Delft, and KTH Royal Institute of Technology, Stockholm, Sweden. Our efforts in this project have been supported by The Netherlands Organisation for Scientific Research (NWO).

A NOTE

The following publication is part of Fields of View's efforts to make policy research accessible using visualisations and comic books. All details presented in this publication are faithful to the research undertaken at Fields of View, and sources of all the data presented are indicated wherever applicable.

HOW AFFORDABLE, AVAILABLE, AND ACCESSIBLE IS THE
PUBLIC BUS SERVICE FOR PEOPLE WHO WORK IN GARMENT
FACTORIES IN BENGALURU? A STUDY.



Out of the three major garment clusters in Bengaluru, our study focused on two hubs, Nayandahalli and Bommanahalli.

WHO WORKS IN THE GARMENT INDUSTRY?



85-90%

OF THE PEOPLE WHO WORK IN THE
GARMENT INDUSTRY ARE WOMEN

The two chosen hubs alone employ an estimated 1,05,000 workers. Around a lakh workers go to Bommanahalli and around 5,000 go to Nayandahalli.

IS THE PUBLIC BUS SERVICE FULFILLING THE NEEDS OF PEOPLE WHO WORK IN GARMENT FACTORIES?



7.5 KM

AVERAGE DISTANCE GARMENT
FACTORY WORKERS WALK TO
AND FRO ON A DAILY BASIS

**45 TO 60
MINUTES**

TIME TAKEN TO TRAVEL TO
THE PLACE OF WORK WHICH IS
3-4 KM AWAY (APPROX.).

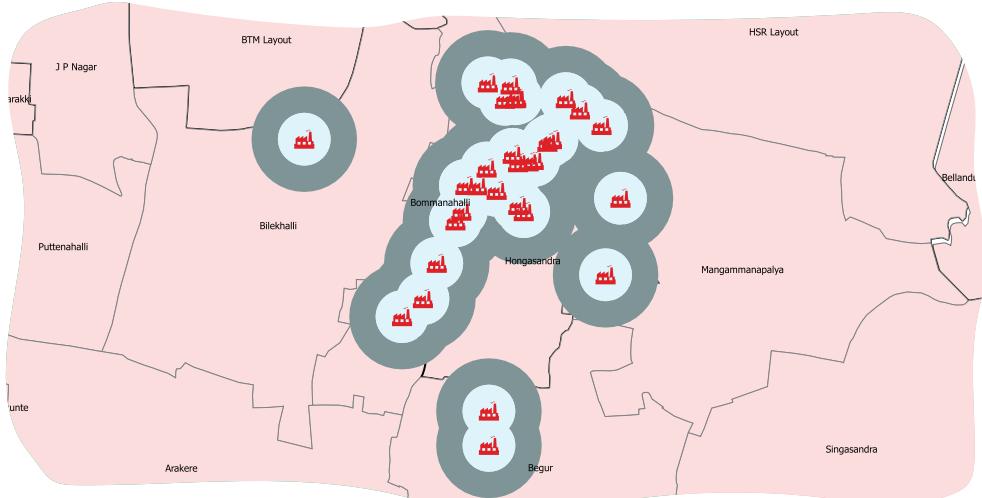
In order to explore whether the public bus service fulfills the need of garment factory workers, we look at three dimensions related to the service: accessibility, availability, and affordability.

ACCESSIBILITY

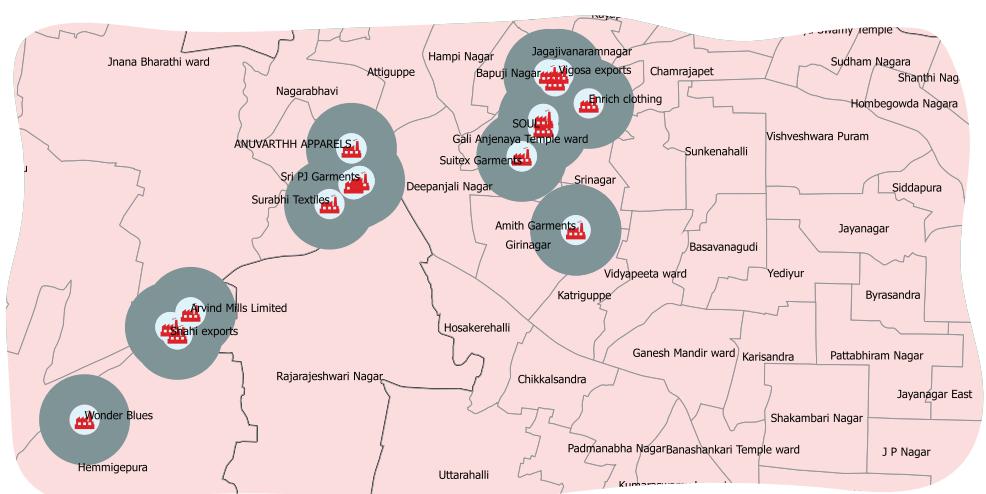
How MUCH DO YOU NEED TO WALK TO REACH A BUS STOP?

The answer to this question determines accessibility. A bus stop at a distance of up to 400 meters is considered highly accessible; and 400 - 800 meters is considered to provide medium accessibility.

BOMMANAHALLI



NAYANDAHALLI



GARMENT FACTORIES

HIGH
ACCESSIBILITY

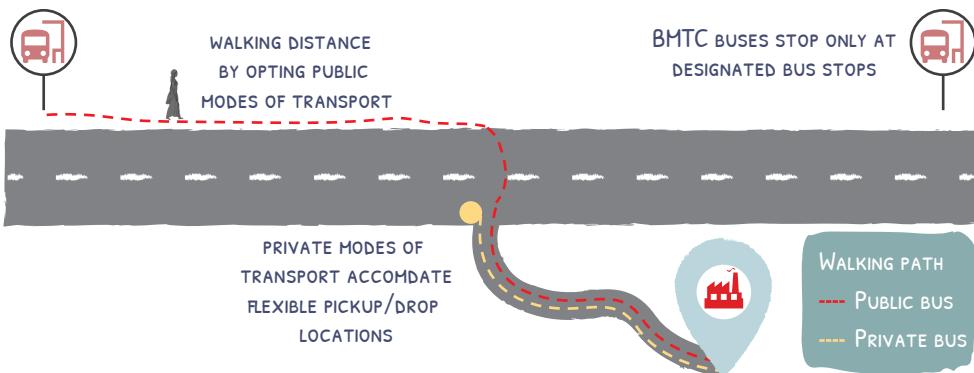
MEDIUM
ACCESSIBILITY

A CLOSER LOOK INTO THE PROBLEMS OF WOMEN GARMENT FACTORY WORKERS

ACCESSIBILITY

"THE THING IS THAT THERE IS NO BUS STOP NEAR THE GARMENT FACTORY AND WE CAN'T STOP THE BUS ANYWHERE...THAT'S WHY VERY FEW WOMEN BOARD OUR BUSES."

- BMTC BUS DRIVER



AVAILABILITY

"THESE PEOPLE DON'T TAKE OVERTIME (OT) BECAUSE THEY'LL HAVE TO SPEND THE EXTRA MONEY ON PRIVATE MODES WITH HIGHER FARES DUE TO NON-AVAILABILITY OF PUBLIC TRANSPORT AND OT BECOMES USELESS SINCE THEY LOSE WHATEVER EXTRA INCOME THEY EARN FROM IT."

- GARMENT UNION MEMBER



PUBLIC BUS



SAFETY



FIXED PRICE



FIXED TIME



PRIVATE BUS



LOW SAFETY



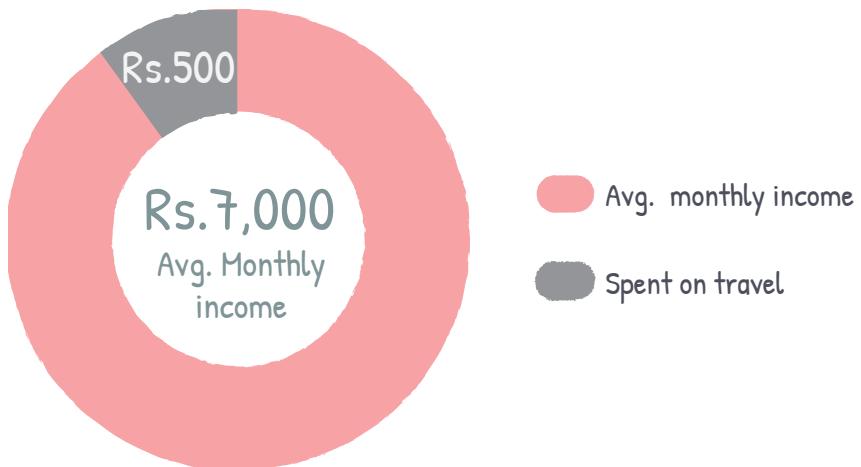
NO FIXED PRICE



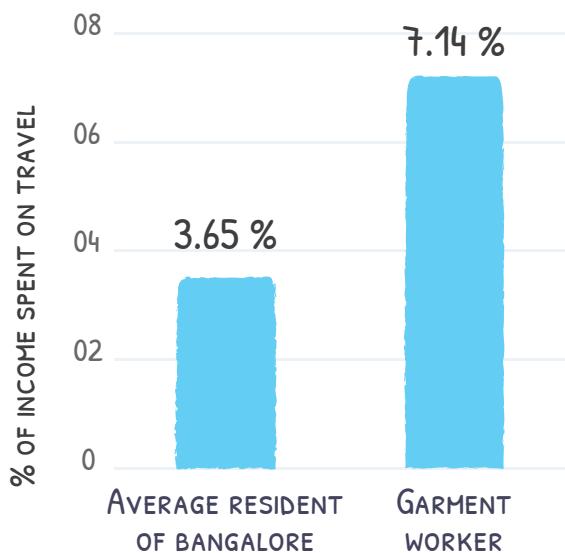
NO FIXED TIME

HOW MUCH DO YOU PAY FOR PUBLIC TRANSPORT DETERMINES THE AFFORDABILITY OF THE SERVICE.

HOW MUCH OF THEIR INCOME WOULD A GARMENT WORKER SPEND ON TRAVEL?



AS SHOWN, A GARMENT WORKER SPENDS A GREATER PERCENTAGE OF THEIR INCOME ON TRAVEL AS COMPARED TO AN AVERAGE RESIDENT OF BENGALURU

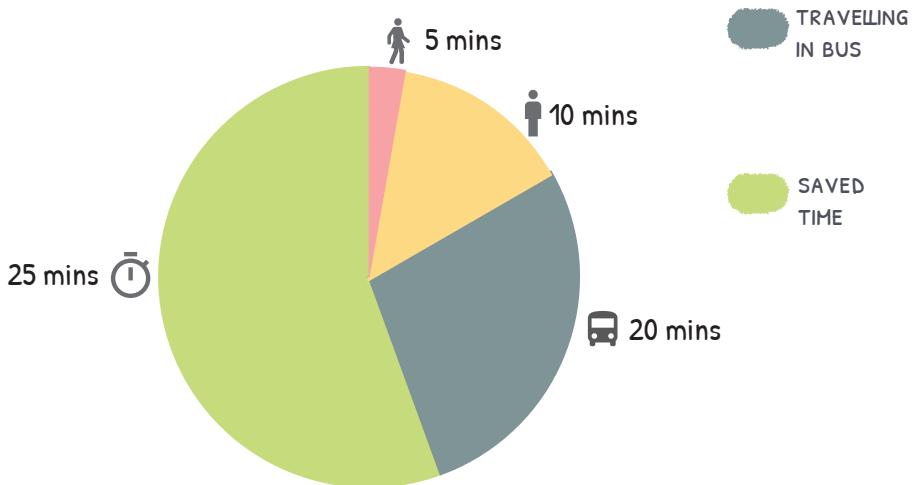


POSSIBLE SAVING FOR GARMENT WORKERS IF THEY USE BUS SERVICE

CURRENT SCENARIO (WALKING 3-4 KM IN EACH WAY)



DESIRED SCENARIO (WALKING 400M IN EACH WAY)



THEY CAN SAVE APPROXIMATELY 50 MINS
PER DAY IN THE DESIRED SCENARIO.

In Bengaluru, a majority of the workers employed in garment factories are women. For them to reach their place of livelihood and other needs, access to affordable, available, and accessible public transport is imperative.

In our initial work, we focused on the transport needs of garment factory workers in the two garment factory hubs of Nayandahalli and Bommanahalli.

While the two hubs are connected through various routes, we find that there is a request for greater accessibility and affordability of public transport. Thus, for the Indian context, needs and preferences of diverse sets of people, especially vulnerable and marginalised groups, has to be included in the transport planning process. What can we then do to make public transport more equitable?

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DATA FOR GARMENT EMPLOYEES

SOURCE: Garment and Textile Workers Union, 2019



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