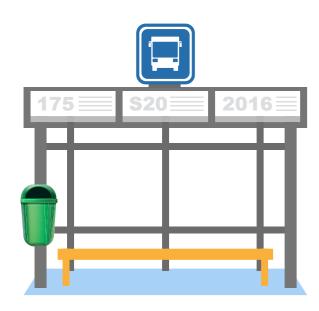




The interests and needs of caregivers and young children need to be considered at all stages of designing a transport system (planning, implementation, and operation). so as to make all stages of the journey more sensitive to early childhood. A bus system that is sensitive to early childhood is one that has:

1. FULL TRANSPORT SYSTEM INTEGRATION



Physical integration

Installing safe and comfortable physical connections between boarding areas for different lines or modes of transportation.

- Boarding areas close to each other, with a walking distance of up to 300 m;
- · Clear information on transfers and connections with other lines and modes;
- Physical connections that allow safe and convenient access to public transport stations (for example, no overpasses, stairs, or long tunnels);
- Shelter against sun and rain along the access routes;
- Presence of public facilities between boarding areas and/or at the terminal, such as waste bins, benches, restrooms, and public baby changing stations.



Fare integration

Facilitating the fare payment across different lines or modes of transportation in order to reduce time and costs.

- Use of a single card to access the entire transportation system;
- Off-board fare collection;
- Fare policy that reduces the total cost of travel;
- · Information about fares and existing discounts;
- Sharing data among operators and public authorities to ensure transparent management across different entities.



Operational integration

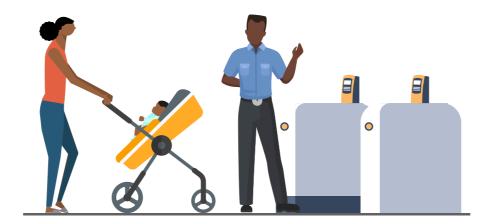
Coordinating and communicating different lines or modes of transportation in a complementary and unified way.

- Complementary schedules between different lines and modes at boarding points;
- Up-to-date information about the entire transport network at the boarding points;
- Priority seats for children, caregivers, and pregnant women in vehicles, at stations, and terminals:
- · Frequent and regular services, including at offpeak times.



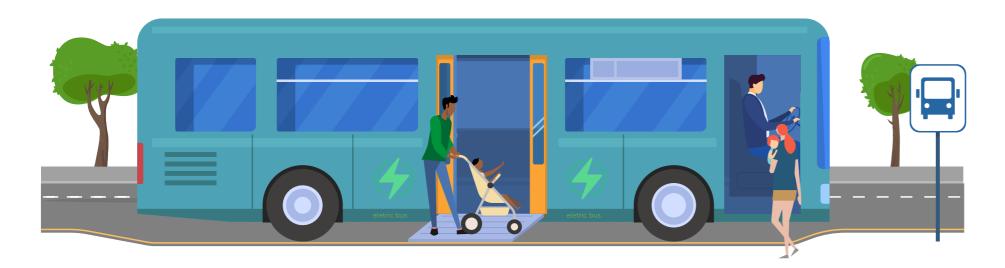
2. ROAD PRIORITY

- · Dedicated and priority bus lanes;
- Priority for implementing priority lanes in areas that are within a 10-minutes walk from local services and public early childhood facilities.



3. STAFF TRAINING

- Protocols to facilitate caregivers' access to the system;
- · Mechanisms for reporting security incidents;
- Standardized content and mandatory training for the whole staff with a focus on interacting with users, especially women, children, and people with disabilities and/or reduced mobility.



5. FLEET ADAPTATION

- Adoption of low-floor vehicles;
- Replacement and/or upgrade of the fleet with less polluting vehicles, preferably electric buses.



4. SAFE AND COMFORTABLE **BOARDING AREAS**

- Bus platforms at stops and stations on the same level with floor of the bus;
- Bus stops integrated with the sidewalk installed in a way that does not obstruct the circulation of pedestrians, with a minimum free space of 1.5 meters;
- · Shelter against sun and rain at boarding areas, with a minimum width of 1.2 meters;
- Safe and comfortable seating for resting and waiting at boarding areas;
- · Static or dynamic information about the services and their complete routes at the stations and stops, as well as at the main early childhood facilities in the neighborhood;
- Incorporation of playful elements including colors, textures, foliage and nature elements within the bus shelter, on the benches, or on the ground near the boarding area.

Produced by:



Supported by

