

Gender and Sustainable Urban Mobility

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Access For All: Gender

Eleanor Blomstrom, IWHC

How do you get around?



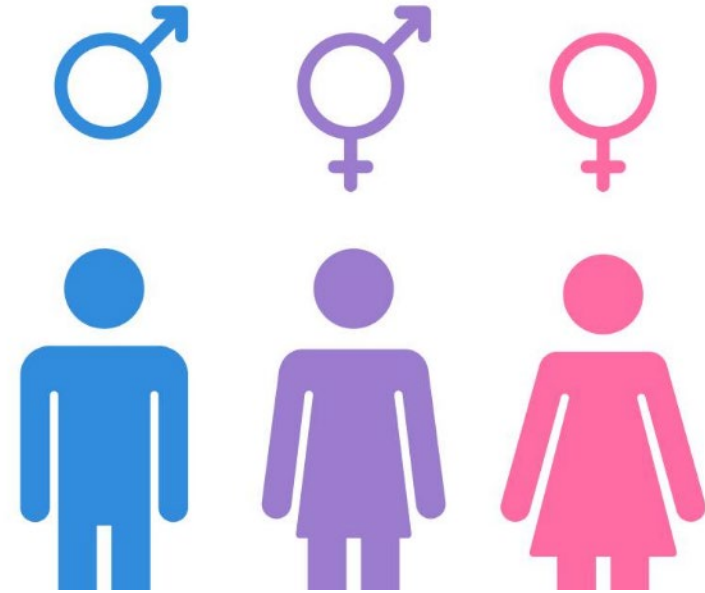
Mobility- Movement of People

- Depends on accessibility, affordability, social norms, safety considerations, time availability, among others.
- Influenced by urban development patterns.
- **Sustainable** mobility must encompass low- and no-carbon options that have minimal environmental impact, while also not exacerbating inequalities.



Pimpri Chinchwad, India

Gender Lens: Gender Equality & Women's Human Rights



The Data Story

- Women in national **parliaments 24.3%**
- Young women are **59%** of the total **illiterate** youth population
- About **1 in 3** (35%) of women worldwide have experienced either physical and/or sexual intimate partner **violence** or non-partner sexual violence in their lifetime.



The Data Story

- **25 million** urban women lack equal constitutional and statutory **property rights** (MENA)
- Women own less than **20%** of the world's **land**
- In 34 countries, daughters do not have equal **inheritance** rights to sons.



Gender-related Barriers

“The greater likelihood of women not having an income of their own and the inequality in the division of unpaid care work, put women at a severe economic disadvantage compared to men.”

- Shahra Razavi, Chief of Research and Data Section at UN Women and at a higher risk of poverty



A Gender Equality Lens

Patriarchy, power structures, cultural biases & institutionalized inequalities differently impact the experience of women, men and gender non-conforming people

- Transportation
- Work
- Leadership
- Visibility
- Low-carbon policies





International Policy Guidance: Gender, Human Rights, Mobility



United Nations
Framework Convention on
Climate Change

Climate Change as a Disruptor



Climate Change is Real and it is Now

- On top of everything – or because of everything...
- Exacerbates and magnifies inequalities
- Need to adapt
- Need to mitigate
- Role for transportation systems in both
- Risk of leaving people behind
- Take a gender lens
- Role for women as leaders



Climate Change and Transport

- Nearly 1/3 CO₂ emissions from transport
- Transport disruption leads to job and livelihood loss
- Emissions/pollution impact health



Climate Change and Gender



Food & Nutritional Security



Gender Groups at Risk



Access to Resources



Time Poverty



Water & Governance of
Water



Leadership

Climate Change as a Disruptor

- Efforts to address emissions in transport may have unintended consequences for women
- \$ and time
- Congestion pricing
- Tolls
- Carbon/gas tax



Climate Change and Gender





Access For All: Gender

Aimee Gauthier, ITDP

Transportation is what connects people to their lives

Access to:

- Education
- Jobs
- Health care
- Entertainment
- Recreation

And access is the result of the integration of transportation and land use



It is the your main experience in the city

And it can determine
whether you have
good day or a bad
day



But it is experienced very differently based on many factors, including gender



Gendered norms and responsibilities affect women's and men's mobility differently.

Men, typically with more power, have more access to resources, money, and assets like cars, motorcycles, bikes.



Transportation systems mirror existing power structures



And if mobility can be seen as a male enterprise...

(attributable to Gina Porter, Durham University)



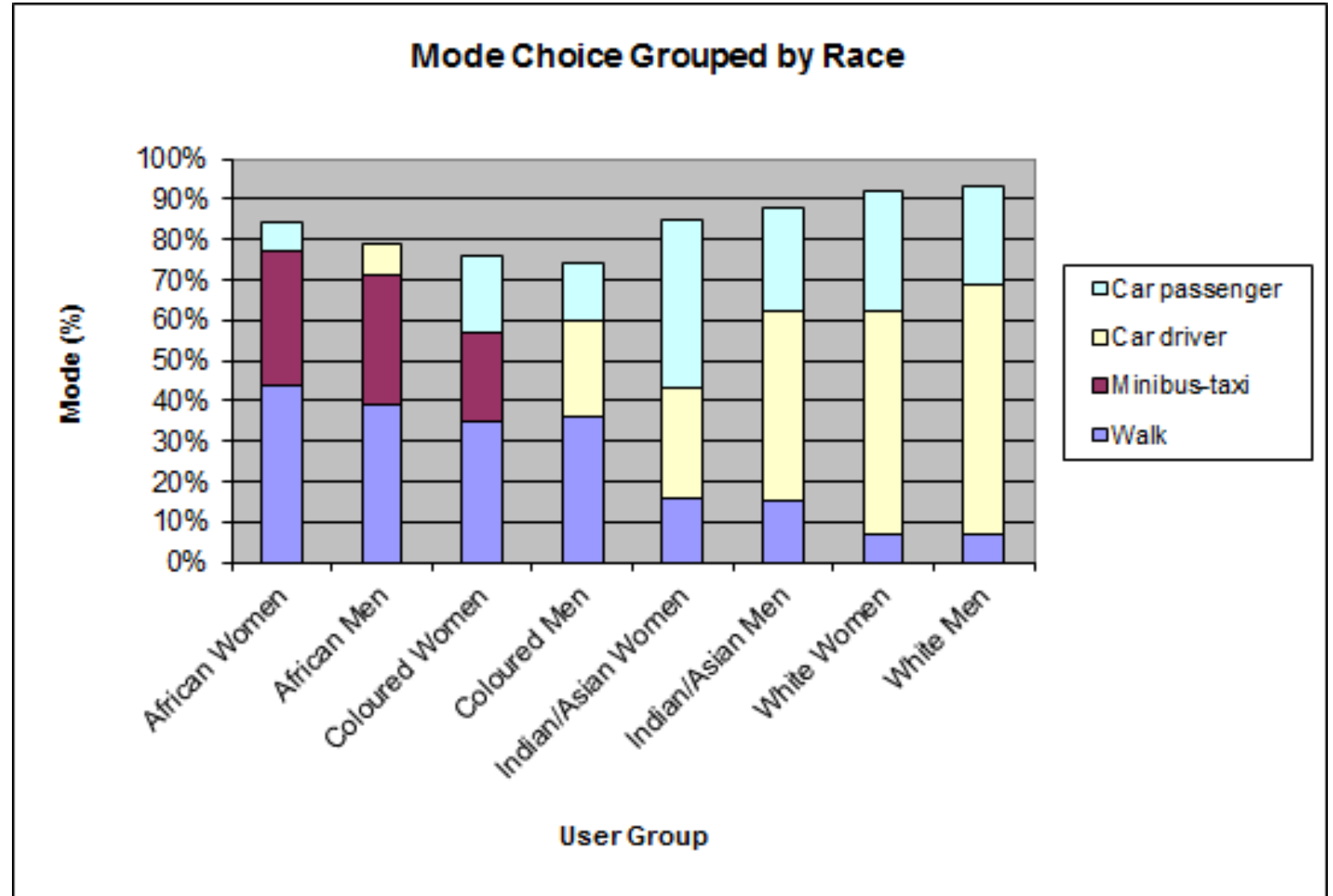
Then we need to be flip the script and
focus on access for all...access for women



Woman is not a monolithic idea

Johannesburg, South Africa Modal Choice

Data is from 2006, but serves to show the difference between races in travel patterns: white and Indian/ Asian women travel more similarly to their male counterparts than to African or coloured (a South African term for mixed race) women



So as we look to solutions, we need to embrace intersectional approaches

Race

Gender

Age

Income

Class / caste

Sexual orientation



Safety and security

- Gender-based violence
 - Urban violence
 - Road safety
-
- Overcrowding
 - Harassment
 - Poor lighting
 - Un-activated streets
 - Long trip lengths



Source: Caribb
via Flickr

Women travel differently than men

In part because of socio-cultural norms

So this results in:

- Different trip purposes
- Different trip characteristics
- Different needs for access



Gender and Trip Purpose

Women bear the burden of the care economy.



Non-traditional employment:
- informal sector
- domestic service work

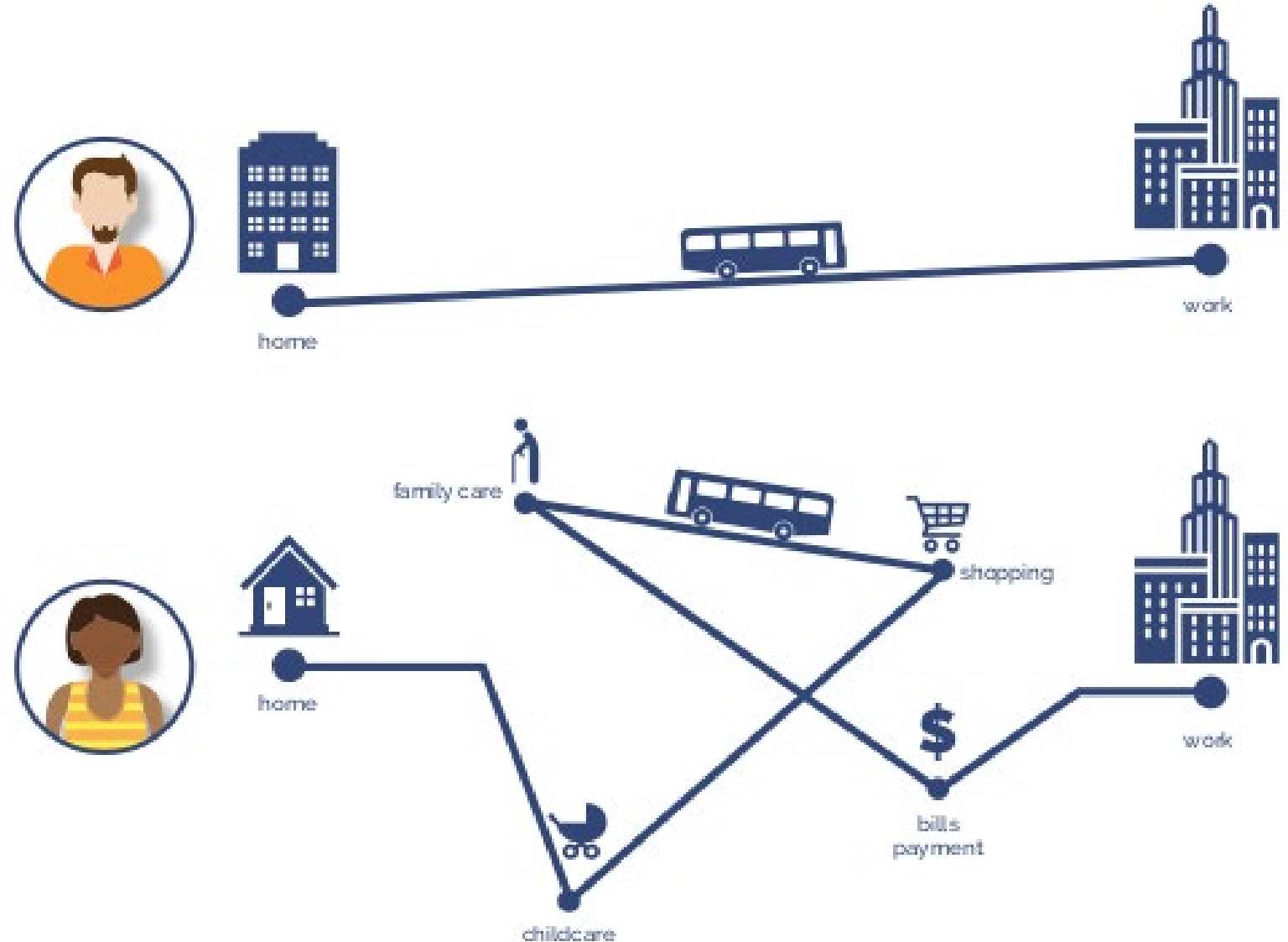


Gender and Trip Characteristics

Trip chaining

Shorter trips,
more often

Off peak travel



Often traveling with others, less mobile, strollers, packages



Gender and Trip Mode

- Walk
- Public Transport
- Intermediate Modes

Why:
The main levers for decision-making:

- Affordability
- Safety



Gender and Access (the Urban Form)

Cities are designed for cars, from street design to land use



Santiago,
Chile

Would you feel safe walking here at night?

Transportation is designed for the male commuter

47% of all trips in Santiago are for caretaking activities

(source: Lake Sagaris, Pontificia Universidad Católica de Chile)

16% of all trips in the US are commuting trips

(source: Steven E. Polzin and Alan E. Pisarski, Commuting in America 2013)



So how do we flip this script, especially in the face of the climate collapse?

The answer is not to give everyone cars, but to make car-free living one of dignity and choice

Recommendations

#1: Plan for Women

- Define the public to include women
- Collect gender disaggregated data
- Set goals and targets for meeting the travel needs of women
- Ensure participation by women in planning
- Cultivate women in staff and leadership within sector
- Ensure inclusive policy frameworks, especially climate change plans and policies



Explicitly include women in planning, data, goal setting, targets, staffing, and policy frameworks

Gender audit workshop held by ITDP Indonesia, UN Women, and TransJakarta.

Source: ITDP Indonesia

#1: Plan for Women



Incorporate women, women's human rights, and gender considerations into planning process and policy frameworks.

Women in staff and leadership roles



Participation in planning and policy



Transport for London: Mainstreaming gender

TfL's Action on Equality Plan

(2016 – 2020)

- Accessible bus stops
- Clearer maps and real time information on buses
- Equal employment opportunities
- Safer streets
- Faster customer services
- Improved lighting
- Priority seating



Source: TfL
Flickr

Inclusive communities in Jakarta

Conducting outreach into communities and meeting with women to understand their concerns and needs.



Resulting in changes in the community...

...making it safer to walk and indicating high demand areas for children and parents.



Recife, Brazil: Focus Groups with Women

Conducting focus groups with women from low-income and peripheral areas to understand needs and constraints.

Crime and gender violence as key concern

- and the bus is seen as a symbol of oppression, instead of a tool of liberation



#2: Design complete streets

- Walking and cycling are connected, convenient, safe, protected, prioritized, and comfortable
- Public transit is reliable, frequent, affordable, safe, and accessible
- Intermediate modes (cycle taxis, rickshaws) are planned for and integrated into streets and fares



Dedicated space and well-designed networks for walking, cycling, and public transport

Mexico City: Ecobici

Bike share is helping women cycle more

- In Fortaleza, Brazil, 33% of users of its bike share system, Biclicetar, are women.



Source: Mexico City's Ministry of Environment, Department of Cycling Culture

Mexico City: in 2010, when Ecobici opened, less than 20% of cyclists were women. It has almost doubled to 38% today.

#3: Develop complete communities

- Ensure a mix of uses and activities
- Make sure local, basic services are near and co-located near transit
- Connect people to these activities and services with a dense network of streets and paths
- Reduce parking requirements



Mix of uses and activities, open space, access to transit, fine mesh of paths and streets

Vienna, Austria: Women – Work – City

Vienna began mainstreaming gender into its policies and since 1993, over 60 projects have been built

This is an apartment complex that includes courtyard, on-site kindergarten, pharmacy, doctor offices, close to transit



Source: Construction and Technology Group for Urban Planning, City of Vienna

#4: Diversify and integrate inclusive transport services

- All day, frequent and reliable services are available
- Fare policies that allow for trip chaining and integration with other modes
- Create intermodal systems that integrate information, fare, and physically
- Vehicles should be designed for women, including safety
- Price car use
- Promote intermodality



Source: Carlos Pardo



Source: ITDP Brasil

This include design of vehicles recognizing that women may travel with children, groceries, etc.

#4: Diversify and integrate inclusive transport services



Source: Carlos Pardo

Integration means: fare integration, physical integration, and operational integration (grounded on land use integration)

Using fare policy to facilitate trip chaining



In Santiago, Chile, fare integration allows up to two transfers in a two-hour period without additional payments.

Fortaleza, Brazil Bus Terminal

Co-location of services with transit

The Papicu Terminal (50,000 people travel through this terminal everyday) was redesigned to be more comfortable, better signage, priority boarding for pregnant and elderly. It also has a pharmacy dispensary at the back of the platform for people to pick up medicines from.



Fortaleza's Nina Initiative:

Reporting & Recording Harassment

**The Nina Initiative:
App-based
reporting linked
to cameras on
buses**

**505 incidents have
been reported
between March and
June**



#5: Raise awareness about and fund these activities

- Ensure all these activities are well-funded
- Develop outreach campaigns to encourage women to cycle or use public transport
- Build awareness within government about these issues
- Develop anti-harassment campaigns so that women feel safe in public places



80%

of Recife's women have already been harassed by a police officer



Reported Harassment in Recife

Prepared by ITDP Brazil with data from ActionAid, 2014

Fund data, planning, participation, and awareness campaigns

Santiago, Chile: Cycling education



Women cycling increased from **10% to 37%** in part due to Macleta (Women on Bikes), a local NGO in Santiago, teaching women how to ride a bicycle, which they identified as the biggest barrier to more women riding.

Gender Sensitization Trainings in Delhi

Delhi has trained over 100,000 transport personnel since 2012



Source: Jagori

Raising awareness about sexual harassment with public transport drivers and conductors.

Building awareness in Nairobi

Flone Initiative: Creating safe spaces in public places

* Usalama wa Uma, a public safety certificate program. As of March 2018, 554 operators had been trained.

* Report it, Stop it – an inline crowd sourcing platform to track sexual harassment and violence

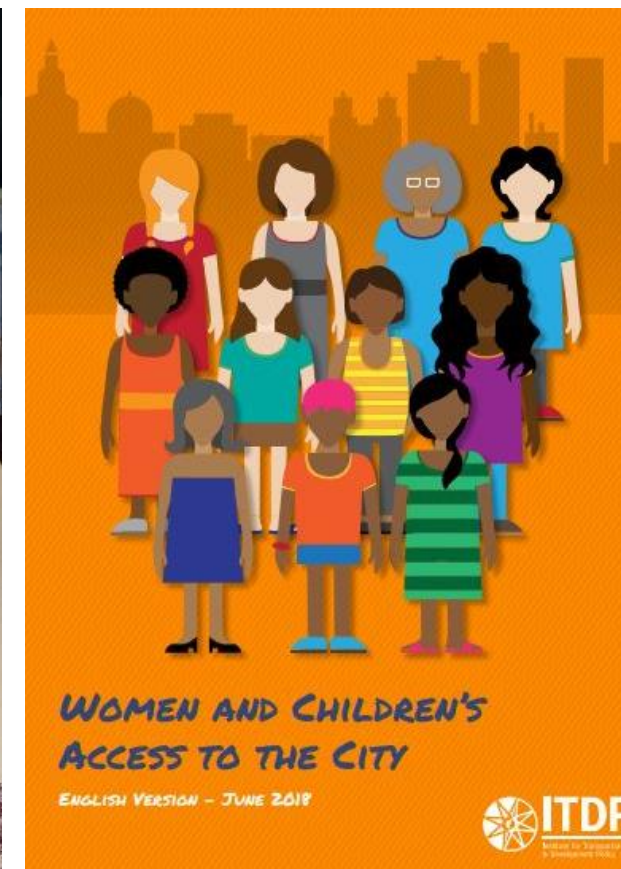
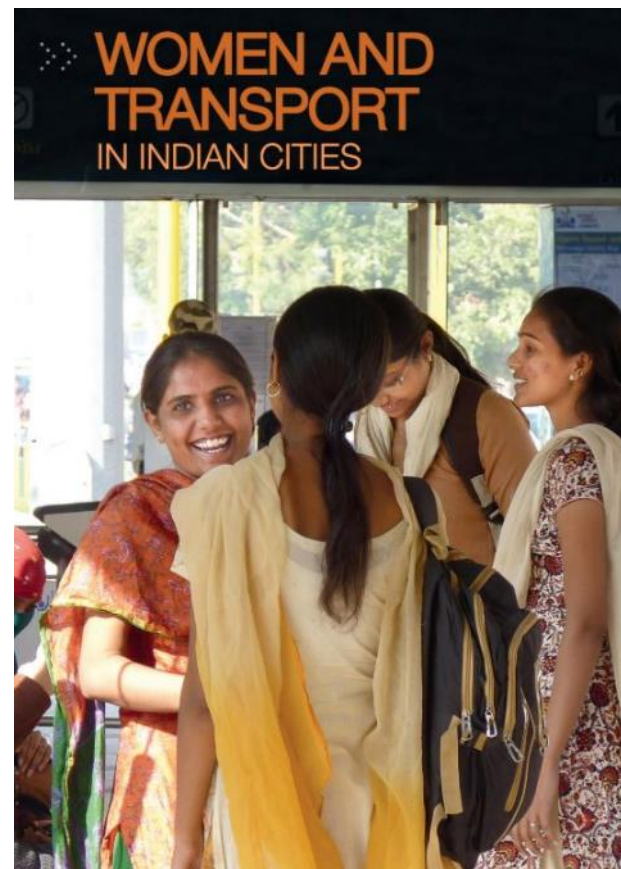
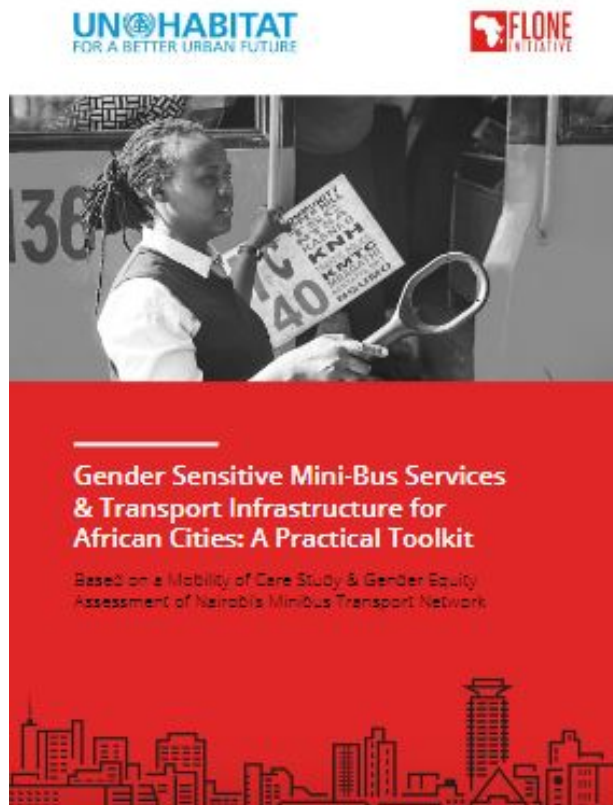
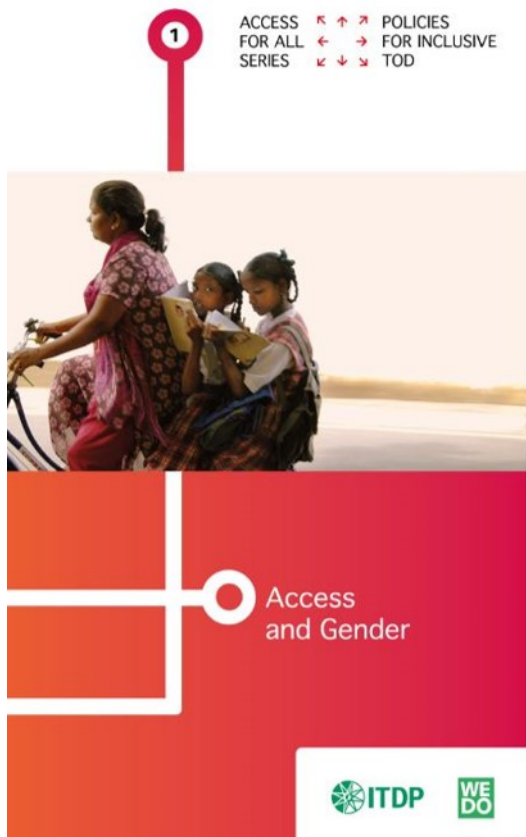


We need to ensure that access for all means that...

...women and girls feel free to move around their cities, access opportunities, and do so with dignity and in a sustainable manner



For more information,
please check out these key resources:



Thank you!

::: itdp.org ::: [@ITDP-HQ](https://twitter.com/ITDP-HQ) :::