Gender and Sustainable Urban Mobility
Access For All: Gender

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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.
Gender Lens:
Gender Equality & Women’s Human Rights
• 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.
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
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
MOVING TOGETHER TO BUILD A HEALTHIER WORLD

UN High-Level Meeting on Universal Health Coverage, 23 September 2019, New York

SUSTAINABLE DEVELOPMENT GOALS

New Urban Agenda

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.
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
Women bear the burden of the care economy.

Gender and Trip Purpose

Non-traditional employment:
- informal sector
- domestic service work
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
Cities are designed for cars, from street design to land use. Would you feel safe walking here at night? Santiago, Chile.
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
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
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
Conducting outreach into communities and meeting with women to understand their concerns and needs.
...making it safer to walk and indicating high demand areas for children and parents.

Resulting in changes in the community...
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.
Dedicated space and well-designed networks for walking, cycling, and public transport

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

- 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
#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 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

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

Source: Carlos Pardo

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

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

Reported Harassment in Recife

86% harassed in public space
44% harassed on public transport
80% of Recife’s women have already been harassed by a police officer

Prepared by ITDP Brazil with data from ActionAid, 2014

Fund data, planning, participation, and awareness campaigns
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

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

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