Introduction to gender and its relevance for urban mobility planning

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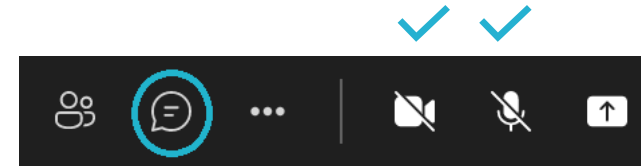In collaboration with giz Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

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Some General Notes on this session

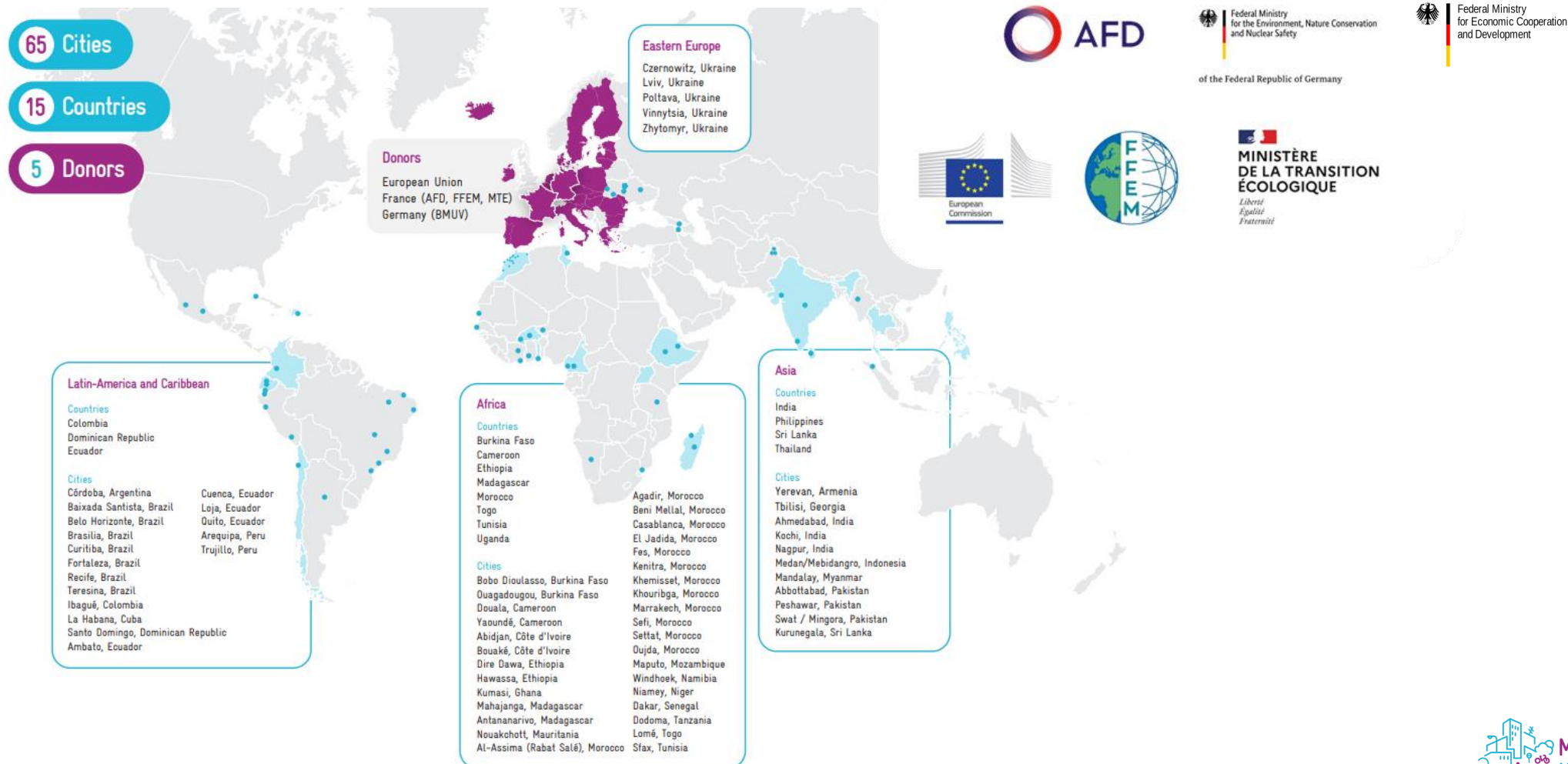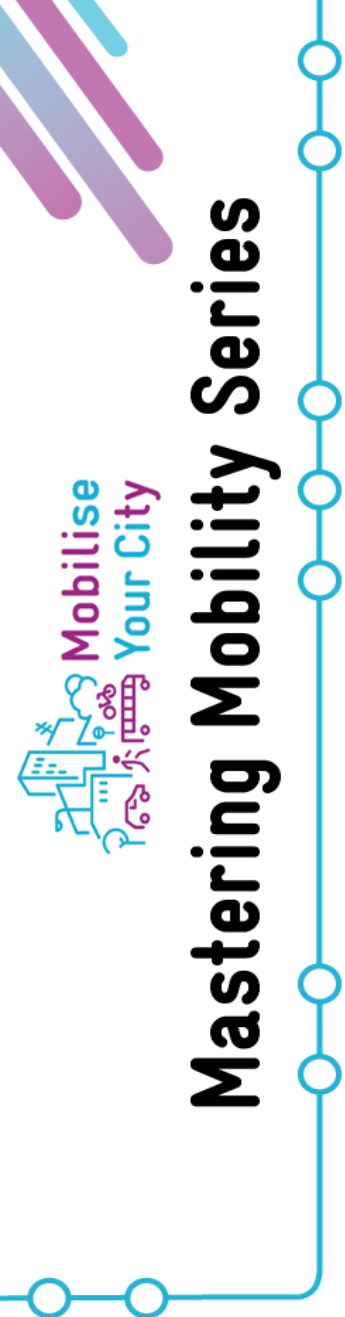Make sure you are muted and your camera is turned off

This session will be recorded. You will not appear in the recording if your camera is kept off

Include your questions in the chat, we will pose them in the Q&A at the end of the session

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Objectives of the training

→ Provide basic knowledge of what gender is and what is it not

→ Discuss the broader context of diversity

→ Familirise participants with key approaches to gender

→ Develop the link between mobility and gender

→ Get to know different gender dimensions of mobility

→ Learn about the political relevance of gender-responsiveness

Contents

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Welcome & Housekeeping

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What is Gender?

3

Coffee Break

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Gender and Mobility

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Quiz

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Q&A, Feedback and Farewell

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Speakers

Person 1

Person 2

Person 3

Person 4

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Warm Up

Minor importance 😒

Medium importance 😮

High importance 👍

Select any number of the following factors that play a role in mobility from a gender perspective and mark them accordingly.

Safety	Representation in workforce
Representation in decision-making	Mobility patterns
Accessibility	Data

What is Gender?

Definitions

Gender and Diversity

Gender Mainstreaming Approach and the significance of gender inclusion

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1.1. Definitions

Gender is a sociological term

→ "economic, social, political, and cultural attributes and opportunities associated with being women and men" (jhpiego)

→ "socially constructed roles, behaviours, expressions and identities of girls, women, boys, men, and gender diverse people" (Dazé and Terton, 2021)

→ "Gender is **not defined by biology** or by a person's body" (Dazé and Terton, 2021)

→ "Gender diversity recognises that there are gender identities and **expressions that fall between masculine and feminine** or outside the gender binary" (Dazé and Terton, 2021)

→ „gender roles often determine the traditional **responsibilities and tasks** assigned to women, men, girls and boys". (UN Women)

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Gender associations

Involvement option: Insert word cloud of associated characteristics for 1 min reflection

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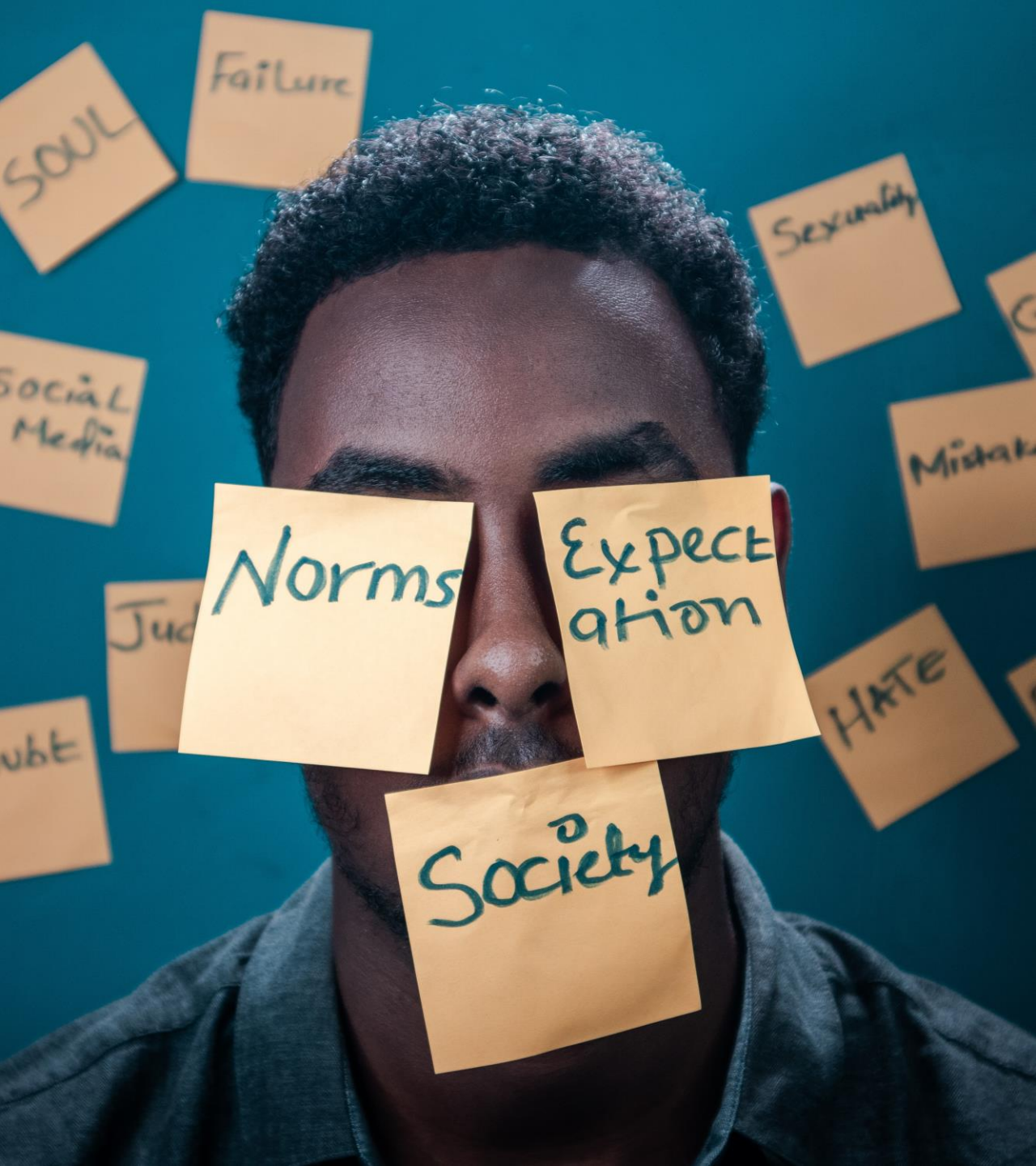
Gender is a construct shaping social relations

Gender is...

- A social construct
- Non-binary, gender queer
- A relational process
- A power relation
- Embedded in other power relations

1.2. Gender and Diversity

Gender is one dimension of diversity

The diversity wheel shows that diversity includes all of us, yet with **varying degrees of impact** on opportunities

Internal dimensions

- most constant
- least controllable
- highest impact on social relations and inequalities

Gender is an internal dimension of diversity

"All human beings have been socialized to behave in certain ways, and all of us are at times both perpetrators and victims of discrimination and stereotypes. The idea is to move forward in creating more opportunities." (PSU)

The perspective of Intersectionality

Example:

"In many cases, racial minority women experience discrimination in a completely different way than racial minority men or even women as a gender." (OHCR)

→ An intersectional approach recognizes this.

- "the complex, cumulative way in which the effects of multiple forms of discrimination combine, overlap, or intersect."

- Representation of people with varying socio-cultural characteristics: recognises that people have multiple identities

- Takes into account historical, social, and political contexts that shape different forms of discrimination

- Help to avoid generalisations about the experiences of people of one gender

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A broader understanding of gender inclusion is necessary

Ultimately, gender-responsive policies need to go beyond catering to two gender identities.

Data gap: Currently, there is almost no data on (mobility) discrimination of people with non-binary gender identities in the Global South!

Gender-based violence outside of the binary

350 trans* and gender-diverse people were reported murdered in 2020. 82% of all murders registered happened in Central and South America. 38% of murders happened on the streets

22% of trans* people reported harassment or disrespect when using buses, trains, and taxis in a national study from the USA

4% reported being physically assaulted, and 9% reported being denied equal treatment in public transport

Data by the National Transgender Discrimination Survey (NTDS)

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Gender is one dimension of diversity

The first step to a more inclusive perspective is awareness. Where do I face discrimination or have stereotypes based on dimensions of diversity, and how do they play out in my surroundings?

Take a few minutes to think about your community or workplace. Consider each of the following dimensions of diversity. How important are these differences to the people in your community or workplace? Are people treated differently based on these factors? Are decisions made about people based on these factors?

→Gender

→Physical makeup (appearance)

→Ethnicity

→Physical and mental limitations

→Age

→Sexual orientation

→Income level

→Geographical location or region

→Occupation

→Religion

→Education

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1.3. Gender Mainstreaming Approach and the significance of gender inclusion

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Equality

Equity

What is gender responsive vs. gender sensitive?

GENDER NEGATIVE	GENDER BLIND	GENDER SENSITIVE	GENDER RESPONSIVE	GENDER TRANSFORMATIVE
Unequal gender roles, relations, and norms are upheld.	Ignores unequal gender roles, relationships, and norms, as well as gender-biased discrimination.	Recognises unequal gender roles, relations and norms, but does not actively address them.	Recognises unequal gender roles, relations and norms and attempts to actively combat them.	Addresses the deep roots of unequal gender roles, relations and norms.

- Understanding and considering socio-cultural factors underlying discrimination based on gender norms, roles, and access to resources. (NDC Partnership)
- Policies and programmes consider the particularities of the different lives of people of all genders. (EIGE)

- Gender-responsive approaches seek to promote gender equality by examining and actively addressing gender norms, roles, and inequalities.
- **This goes beyond sensitivity, which is awareness of gender differences, to a more action-oriented approach to address inequalities**. (EbA, p. 5)
- Gender-responsive approaches contribute pro-actively and intentionally to the promotion and advancement of gender equality. (NDCP)
- Identifying, understanding, and implementing interventions to address gender gaps and overcome historical gender biases in policies and interventions. (NDCP)

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The practice of Gender Mainstreaming

What is it? The process of assessing the implications for women and men *(people of all genders)* of any planned action, in all areas and at all levels

Goal: women and men benefit equally from measures, and inequality is not perpetuated

Gender Mainstreaming requires

- integrating a gender perspective
- addressing the issue of representation

Both dimensions – gender representation and gender-responsive content - need to be   taken into consideration in all phases of the policy-making process" (EIGE)

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Intersectionality and Gender Mainstreaming

GENDER MAINSTREAMING PRACTICE

Category	Norm	Disadvantaged	Oppression
Gender	Male norm	Women, persons who don't identify themselves as a woman or a man	Sexism
Ethnic belonging	Whiteness norm, ethnic majority	Non-Whites, ethnic minority	Racism, etnocentrism[6]
Class	Middle-class norm	Working class, lower class	Class oppression
Sexuality	Hetero norm	Homo, bi, queer[7]	Homophobia
Function	Functional norm	Persons with a disability	Ableism[8]
Gender identity and gender expression	Binary gender norm	Transgender person, intersexual[9]	Cis sexism, transphobia

INTERSECTIONAL PERSPECTIVE

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Why include gender in mobility planning?

→ Breaking up the (technocratic) male bias

→ Providing access to common goods and opportunities

→ Recognizing international policies and rights

→ A tool for more efficient sustainable transport planning

→ Benefits for all

"Though gender is one of the most robust determinants of journey purpose and mode, it is markedly absent in transport planning processes."

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Gender and Mobility

Introduction: How gender shapes mobility

Dimensions of gender and mobility

The policy context

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2.1.

Introduction: How gender shapes mobility

How gender shapes mobility

The way we move in and experience a city is not gender neutral

- Women's Access to travel modes is limited

- Women's travel patterns are more complex than those of men

- Mode choice (and energy consumption) differ

- Effects of other factors of inequality intersect with gender

- Vice versa: transport systems have gendered impacts

It's about more than travel patterns and travel patterns are not without cause

© World Bank Group

Gender-responsive planning

- Unsustainable urban planning has **increased travel distances**

- **Higher dependency** on transport due to separation of daily needs, tasks

- **Gender perspectives** rarely considered in transport planning

- **Low share of women** in the sector

- High share of men especially in **decision-making**

- Outcome: **Marginalization** of women's interests

- **Gender-responsive planning** combats this

2.2. Dimensions of gender and mobility

Mobility of care

- **Labor market participation** lower among women

- **Unpaid care work:** 75% carried out by women

- **Trip chaining**: several shorter trips combined, often in off-peak hours

- Men's trip patterns more likely individual trips for **commuting**

- **Bias** toward individual trips to and from work in transport systems

- Understanding of mobility needs to **include mobility of care**

**Figure 3. Time spent on unpaid care work varies by gender and region**
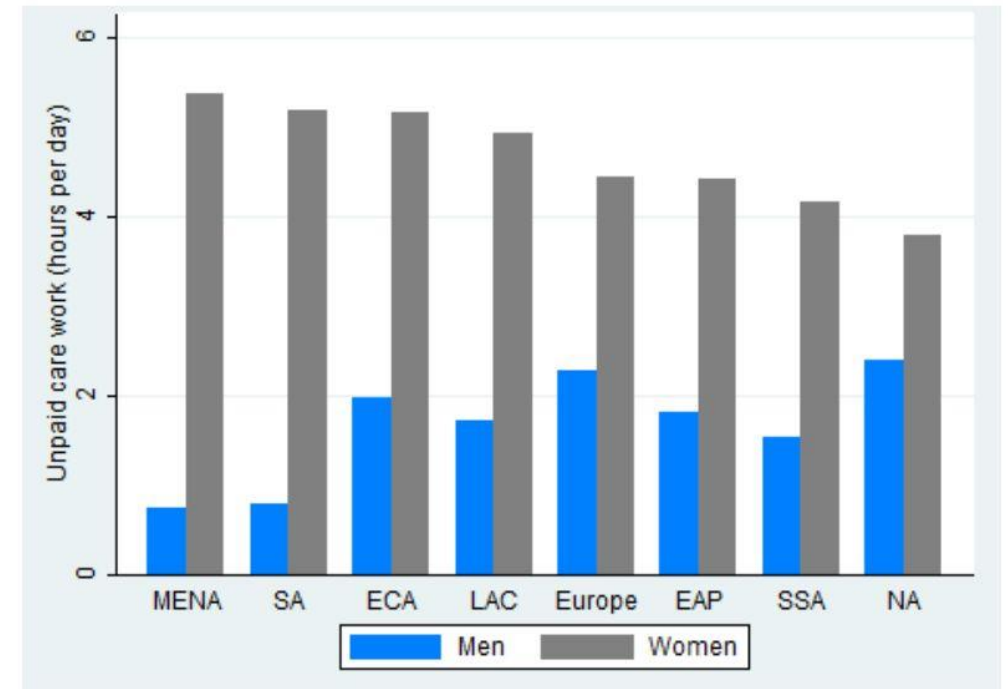
Note: This chart presents the average hours per day spent on unpaid care work by women and men by regions of the world: Middle East and North Africa (MENA), South Asia (SA), Eastern Europe and Central Asia (ECA), Latin America and the Caribbean (LAC), East Asia and Pacific (EAP), Sub-Saharan Africa (SSA) and North America (NA).

Source: OECD (2014), Gender, Institutions and Development Database .

GENDER DIFFERENCES IN MODES

1. Women walk more than men.
2. Women use public transport more than men.
3. Women cycle less than men if there's no or poor cycling infrastructure.
4. Men drive more than women. Women are often the passenger.
5. Men use new mobility services more than women.
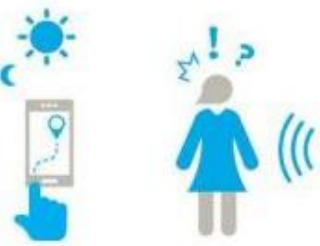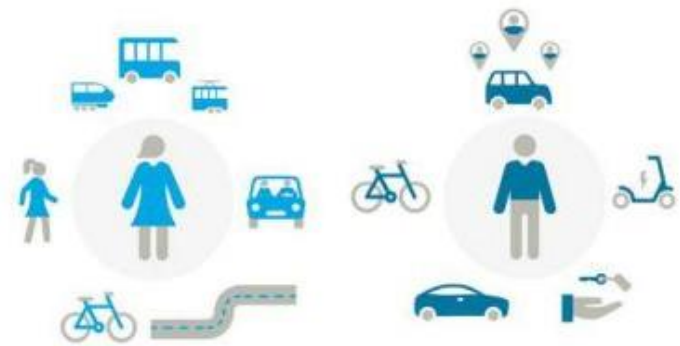
GENDER DIFFERENCES IN EXPERIENCE

1. Women to a greater extent than men worry about harassment.
2. Women to a greater extent than men think about the route and time of day traveling.

GENDER DIFFERENCES IN TRIPS

1. Women travel shorter distances pr. trip than men.
2. Women trip chain and have multiple stops to a greater extent than men, who generally have an A to B trip pattern.
3. Women to a greater extent than men accompany children or other family members and/or carry bags and groceries.

© Ramboll, 2021

Travel Behavior

Mobility varies based on trip patterns, travel modes and experiences while travelling

Women tend to take more trips
- for purposes outside of paid work
- Traveling shorter distances
- Using taxis or public transport
- As a passenger in a car
- walking

Men tend to take more trips
- To and from work
- Traveling longer distances
- Using cars
- Cycling

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Travel Behavior

Example: Bogotá

Number of daily trips: women spend **11% more time** commuting than men, with larger differences in low-income neighborhoods

Destinations: men make more work-related trips outside of central business district

Peak hours: women take more and shorter trips during working hours

Cycling: women make up only **21%** of cyclists in the city, related to infrastructure shortcomings

Average Travel Time to the Central Business District by Gender
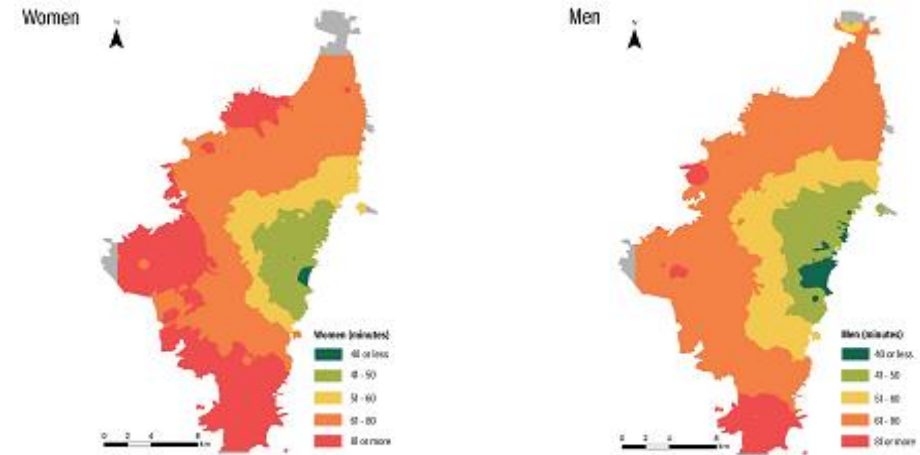
Source: Las Mujeres y el transporte en Bogotá: las cuentas

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Distribution of Trips Throughout the Day by Gender

Source: Las Mujeres y el transporte en Bogotá: las cuentas

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Personal Safety

Sexual Harassment and Safety in Transport

- Nearly 60% of women in Britain feel unsafe walking alone in their cities

- 70% of women who use public transport in Mexico City have experienced gender-based violence

- 93% of women restrict their mobility due to fear of harassment, in two cities Kerala, India (Desai)

- "82% respondents prefer not to travel after 7-limiting employment opportunities" in Kerala (Desai)

- "68% of female respondents experienced sexual harassment, those in age group between 18-24 found most vulnerable". (Desai)

Consequences

Harassment and inconvenient transport services

 perception of vulnerability

„restricted mobility and missed employment opportunities" (Desai)

Women report various strategies to deal with safety concerns

Safety for all

Recognizing gender differences of mobility in planning ensures the safety of all

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Personal Safety

Example: Bogotá

High levels of sexual misconduct

- ~ 85% of women suffered sexual harassment, across all transport modes
- lasting and significant effect on women's travel patterns

Gender discrimination and socioeconomic factors

- Reporting sexual harassment: 87% vs. 76% of women in lower and higher income bracket
- lower-income women are more likely to use high-risk modes

Sexual Harassment by Mode of Transport

Have You Ever Suffered Sexual Harassment While Traveling in Bogotá?

Source: Las Mujeres y el transporte en Bogotá: las cuentas

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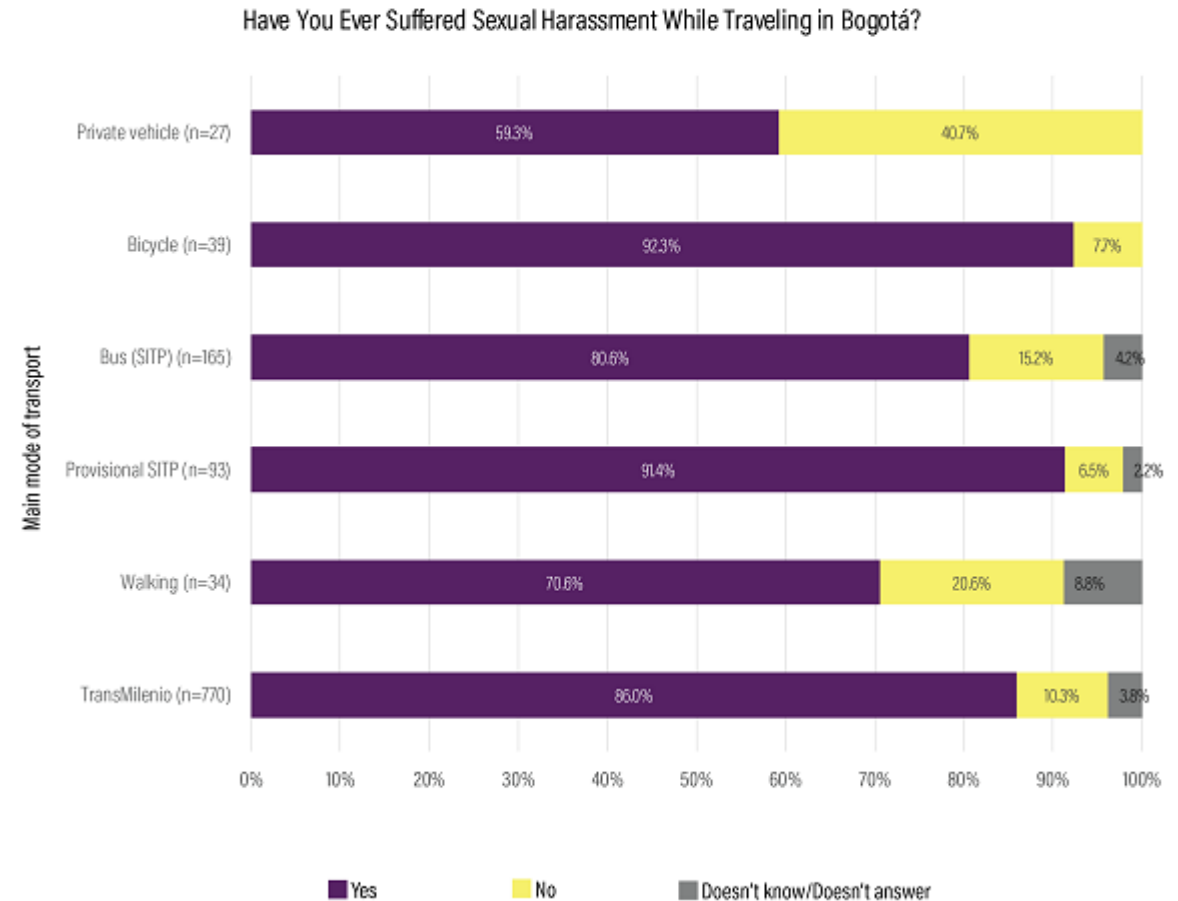
Road Safety

- **Lack of gender-disaggregated data** on road safety

- **Over half global deaths** related to road traffic are among vulnerable road users

- **Women** make more frequent trips, more often as **pedestrians**, more often escorting

- **Men** are **three times** more likely to be killed in **road crashes**

- **Men** are more likely affected as **drivers of cars or motorcycles**

- **Women** are more likely affected as car **passengers or pedestrians**

- **Crash testing and design of cars** still based on average male physique

- **Lack of separation** between pedestrians and motorized traffic increases risk

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Road Safety

Barrier to the use of active mobility, especially for women and underrepresented groups

Traffic safety reported as leading concern related to cycling, articulated more often by women than by men

→ Safety concerns focused on
- Behavior of other road users
- Inaccessible or unsafe cycling infrastructure
- Fear of harassment

→ Can deter underrepresented groups from active mobility
- UK: majority of people over the age of 65, people with disabilities, people at risk of deprivation, women and people of ethnic minorities do not cycle
- Bogotá: most female crash victims in low-income neighborhoods with high number of women walking

→ UN Second Decade of Action for Road Safety 2021-2030 calls for integration of gender in all policymaking and implementation concerning mobility and road safety

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Accessibility

Dynamic of traditional design, construction and operation of urban public transport systems

Public transport design focuses on **average user**

Homogenization of users based on **observable mobility patterns** and needs

Standardised design for users with certain characteristics: "working-age men with an average capacity to pay, and physically and cognitively able"

Blind spot: mobility patterns and needs of many urban residents, who can't take advantage of the transport systems in the same way

Exclusionary effects for some groups, based on social identities like race, gender, age, class, physical and cognitive ability

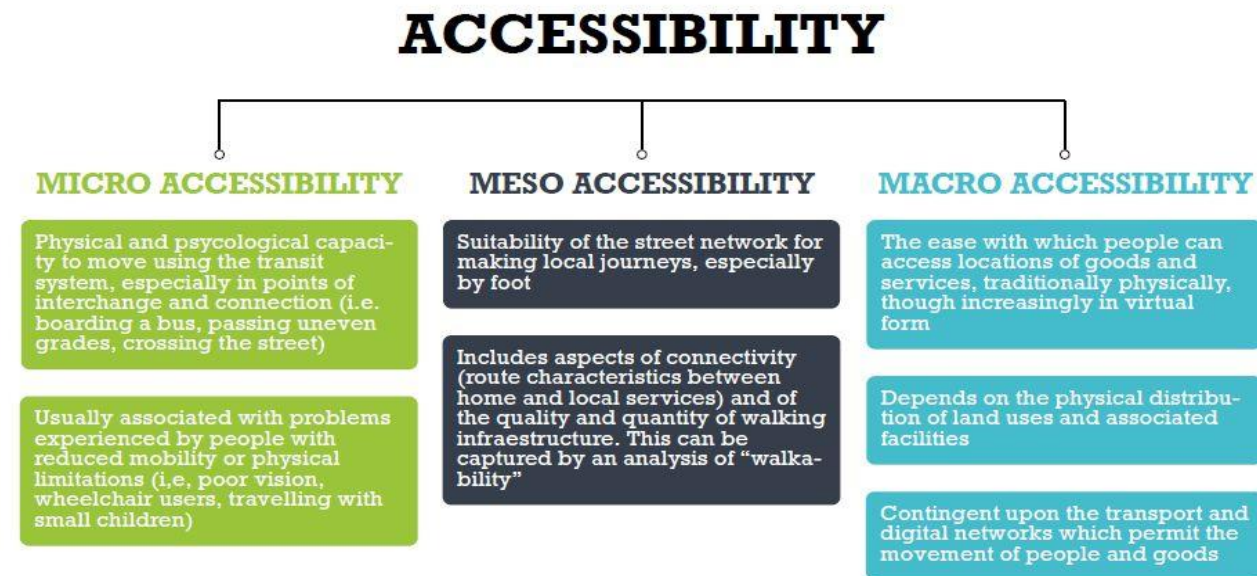Mobilise Your City

Accessibility

Limited access to transport restricts:

- opportunities for access to goods, services and employment

- participation in economic, political and social life

- Example: social-spatial segregation and larger travel distances to work

Conventional transport planning overlooks:

- Structural power relations

- Relation between public and private space

- participation in decision-making

SCALES AND TYPES OF ACCESSIBILITY

ACCESSIBILITY

MICRO ACCESSIBILITY

Physical and psycological capacity to move using the transit system, especially in points of interchange and connection (i.e. boarding a bus, passing uneven grades, crossing the street)

Usually associated with problems experienced by people with reduced mobility or physical limitations (i,e, poor vision, wheelchair users, travelling with small children)

MESO ACCESSIBILITY

Suitability of the street network for making local journeys, especially by foot

Includes aspects of connectivity (route characteristics between home and local services) and of the quality and quantity of walking infrastructure. This can be captured by an analysis of "walkability"

MACRO ACCESSIBILITY

The ease with which people can access locations of goods and services, traditionally physically, though increasingly in virtual form

Depends on the physical distribution of land uses and associated facilities

Contingent upon the transport and digital networks which permit the movement of people and goods

Accessibility

Example: Latin America

Key factors disproportionately restricting women's access to the city

- Gender-based violence
- Roles and stereotypes ascribing care responsibilities to women, influencing mobility patterns
- Lower access to individual and motorized transport modes caused by economic disadvantages and the prioritisation of men's travel in most households

Consequences

- Multiple responsibilities cause time poverty, negatively affect ability to meet individual human needs
- Resulting trip-chaining is associated with larger travel time and distance
- Dependency on lower-efficiency-modes, since the most efficient transport is the one in focus of planning, e.g., commuter travel)
- Violence causes avoidance strategies associated with route changes, travel times, changes in behavior and avoidance of travel altogether
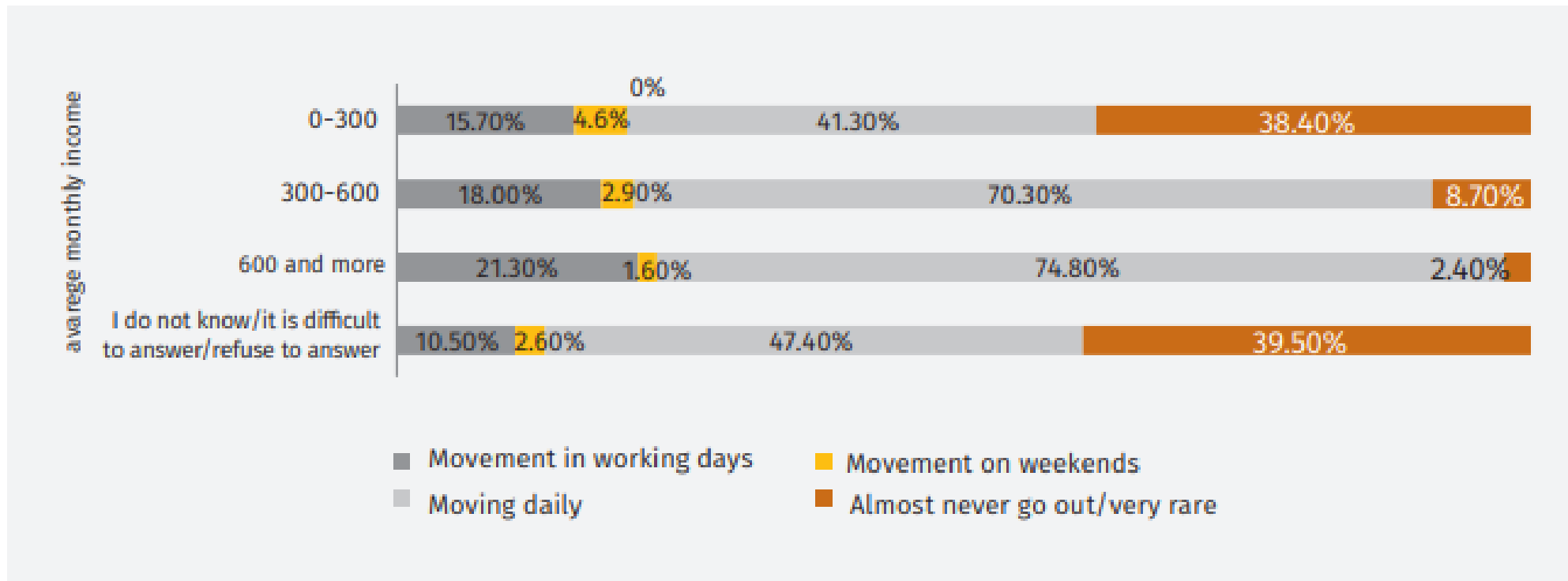
"Restricted access to the city's opportunities due to the transport system **can exacerbate the urban poverty of women,** and has serious consequences for their accumulation of human and financial capital, and consequently their **autonomy and quality of life**" (p. 26)

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Accessibility

Type of accessibility	Example: Georgia
Financial accessibility Transport should not be the most important expense for the family	➢ gender roles and unequal gender distribution of labor put women in time poverty, which is also reflected in travel ➢ A significant proportion (38.4%) of women with very low incomes rarely or never leave home.
Physical accessibility Routes, frequency and timeliness of service, locations	➢ In addition to paratransit systems, owning a car is often main means of transportation in rural-type settlements ➢ Unequal access to individual transport contributes to inequality in the labor market, results in limited access to education and health services
Social accessibility Quality of service, transport design, security	➢ 62% of female students surveyed had experienced some form of sexual harassment in public

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Accessibility

chart N 1: Movement and income

average monthly income

income	Movement in working days	Movement on weekends	Moving daily	Almost never go out/very rare
0-300	15.70%	4.6%	41.30%	38.40%
300-600	18.00%	2.90%	70.30%	8.70%
600 and more	21.30%	1.60%	74.80%	2.40%
I do not know/it is difficult to answer/refuse to answer	10.50%	2.60%	47.40%	39.50%

0%

Legend:
- Movement in working days
- Moving daily
- Movement on weekends
- Almost never go out/very rare

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Representation

**Ø 17%** women in transport-related industries across 46 countries
Highest ranking jobs dominated by men
lack of diversity especially in decision-making
Historic inbalance creates gender-based barriers

Ensuring gender diversity
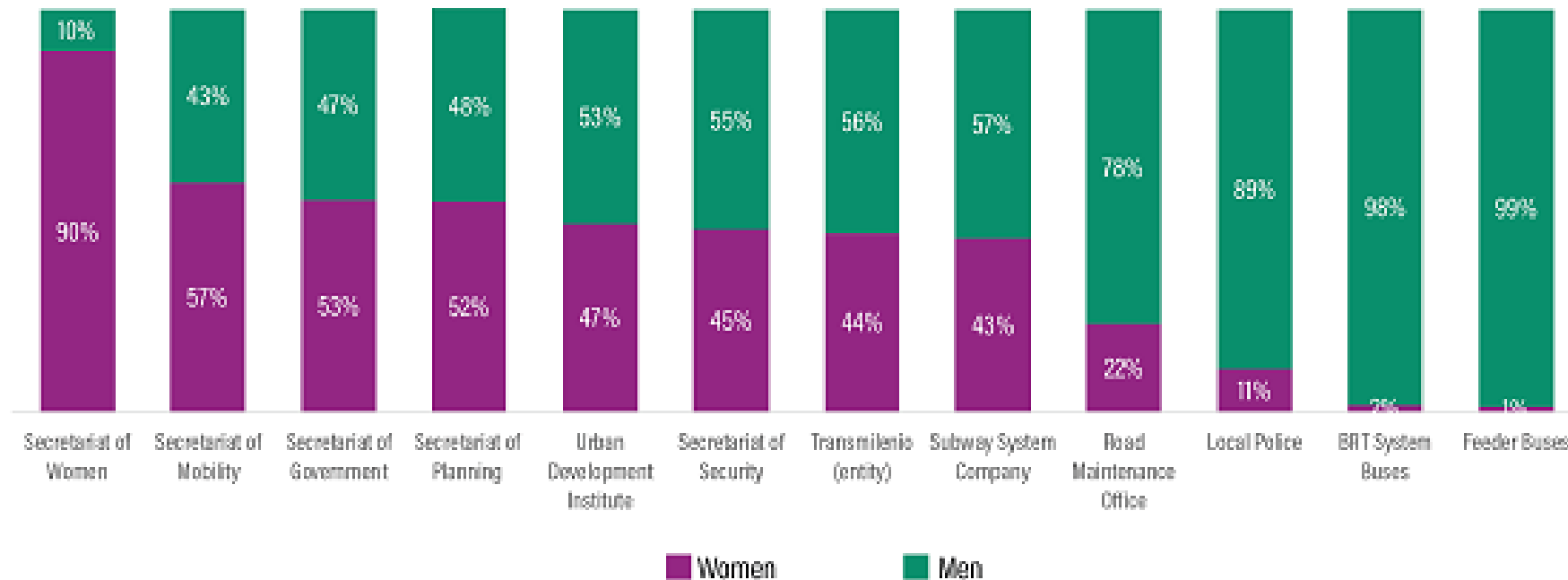benefits societes, economies, the environment and enterprises
Addresses discrimination based on human rights and rights at work
Can benefit poverty reduction
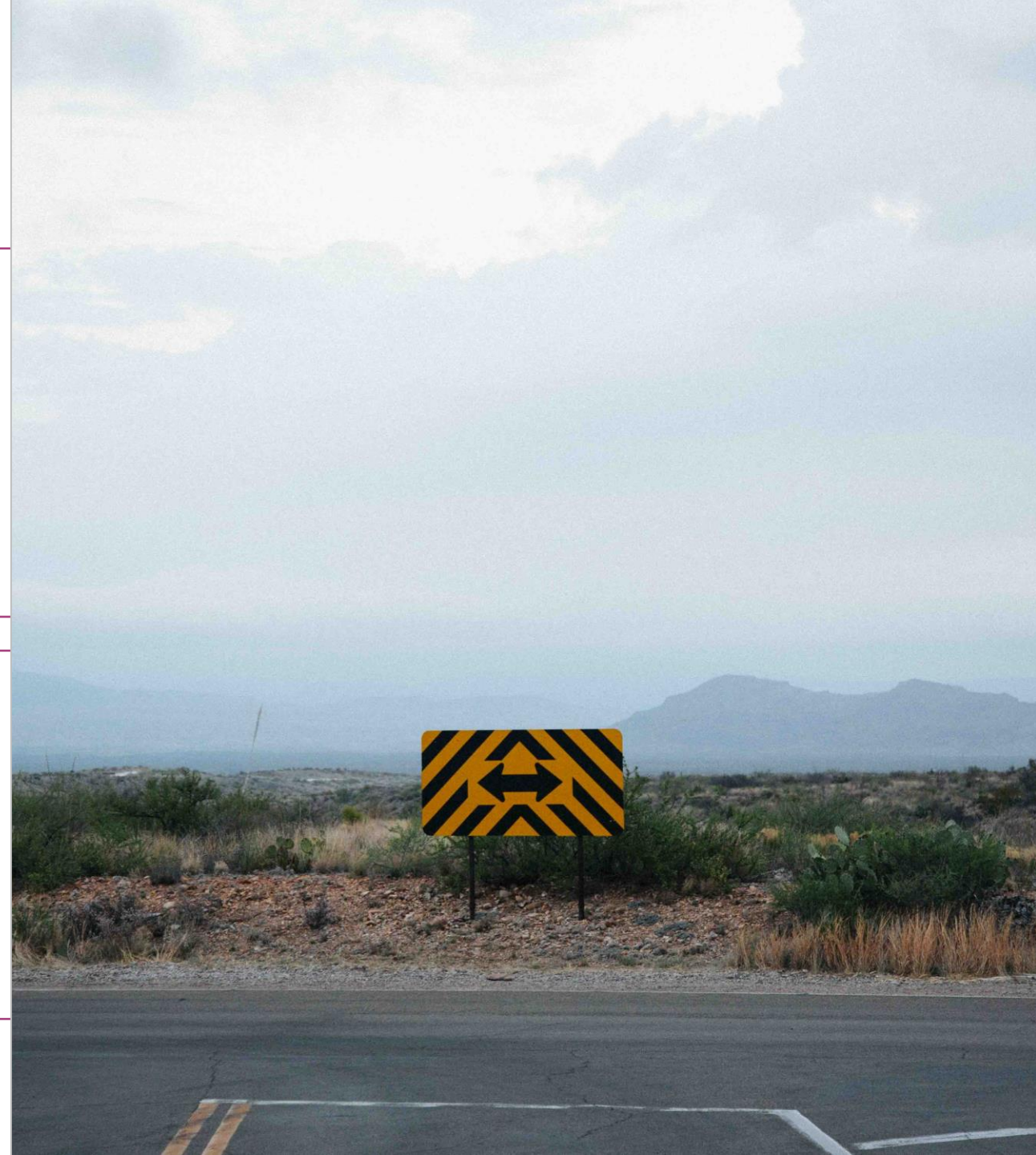
Representation

Example: Bogotá

Gender in Mobility Institutions in Bogotá

Source: Las Mujeres y el transporte en Bogotá: las cuentas

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Gender data gap

Location and culture matter

Data collection and indicators in local projects

Grasping needs and measure impact

Broad range of data

Quantitative: travel time, income

Qualitative: use of time, reasons for mobility choices

Getting the timing right

Assess differences in peak travel times

Include in transport planning

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Gender Data Gap

The example of Karlskoga, Sweden

- **Starting point:** snow removed from main roads first, before bike lanes and walkways

- **One size fits all?** On average, women cycle, walk and use public transport more while men use cars more. Passing snow is easiest by car.

- **City collected new data** confirming bias

- **Change of schedule**: walkways and public transit routes first

- **Lower costs**: traffic related injuries cost more than road maintenance. Injuries from traffic accidents especially prevalent among pedestrians and women

- **Road safety**: In Stockholm, a similar process cut number of injuries in half

Policy Context

"Gender equality is a right. Fulfilling this right is the best chance we have in meeting some of the most pressing challenges of our time." (UN Women

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Gender matters in climate action

Vulnerability through inequalities

Women are often responsible for sectors most sensitive to climate change

Women make up the majority of the world's poor and commonly face higher risks and greater burdens from the impacts of climate change in situations of poverty

Under-representation

Women face unequal representation in decision-making processes and labor markets

Restricting contributions to climate-related planning, policy-making and implementation

Disadvantages in accessing climate-related services

Unused knowledge and leadership

Women are agents of change and possess unique knowledge and capabilities

Integrated into climate policy, this would increase the likelihood for effectiveness
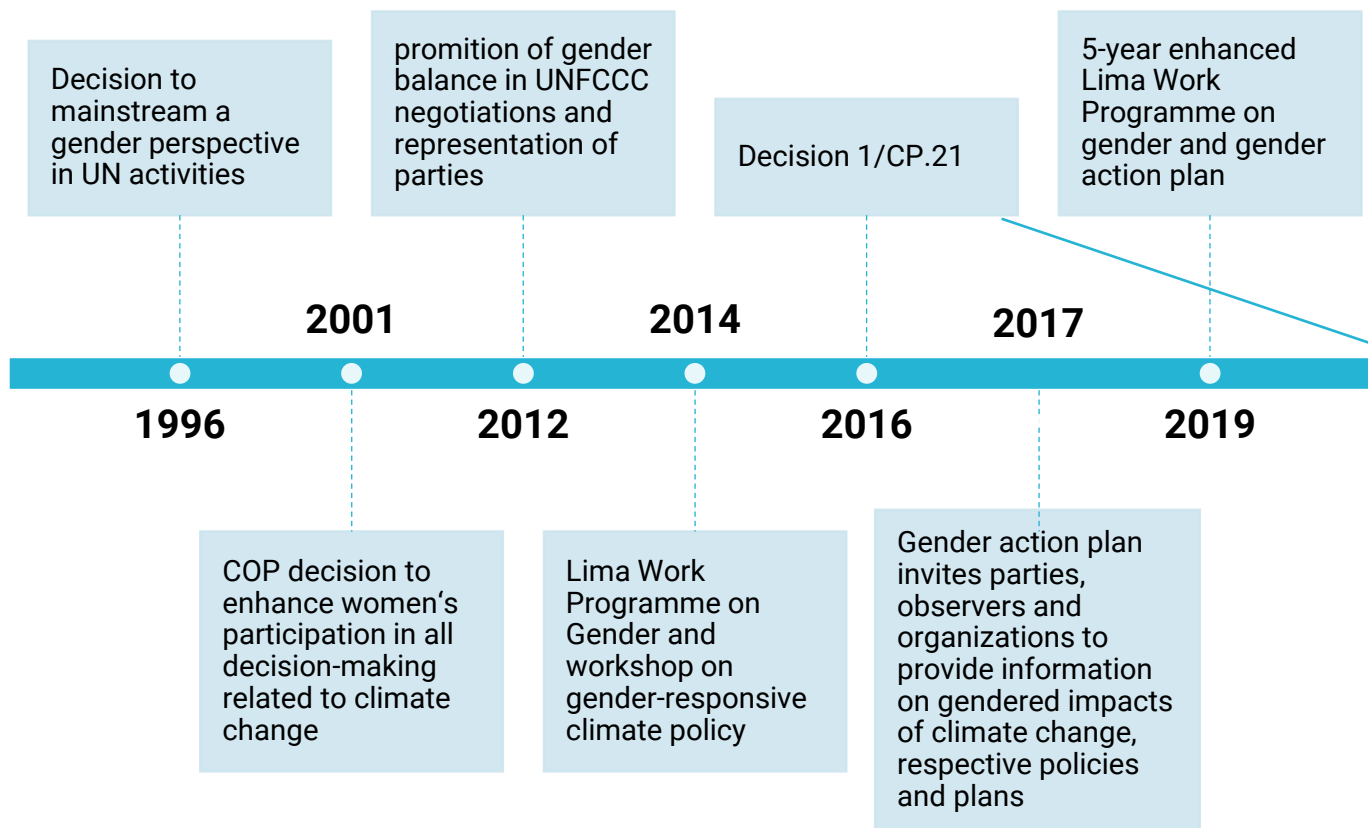
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International commitments demand attention to gender

- **UNFCCC Paris Agreement** formally recognizes the intersection between climate change and gender equality

- **Enhanced Lima Work Programme** reinforced the commitment to a gender-responsive approach with the first Gender Action Plan under UNFCCC

- **2030 Agenda for Sustainable Development** requires gender equality and empowerment of women and girls across all SDGs

- **Quinto New Urban Agenda** recognizes „the crucial aspect of women's rights in the urban development agenda" in road safety, walkability, cyling and access to the city

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Gender and the Paris Agreement

Decision to mainstream a gender perspective in UN activities

promition of gender balance in UNFCCC negotiations and representation of parties

Decision 1/CP.21

5-year enhanced Lima Work Programme on gender and gender action plan

2001

2014

2017

1996

2012

2016

2019

COP decision to enhance women's participation in all decision-making related to climate change

Lima Work Programme on Gender and workshop on gender-responsive climate policy

Gender action plan invites parties, observers and organizations to provide information on gendered impacts of climate change, respective policies and plans

"Parties should when taking action to address climate change, respect, promote and consider their respective obligations on human rights, the right to health, the rights of indigenous peoples, local communities, migrants, children, persons with disabilities and people in vulnerable situations and the right to development, as well as gender equality, empowerment of women and intergenerational equity".

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Gender and the Paris Agreement

Growing alignment with the international standard to implement gender-responsive Nationally Determined Contributions (NDCs)

- 78% of NDCs include at least one mention of gender – up from 40% of INDCs in 2016

- Regional leaders: Latin America and the Caribbean, and Sub-Saharan Africa, with 100% and 94%

- NDCs without a mention of gender, on average, have three times higher share of GHG emissions than those NDCs that do include gender
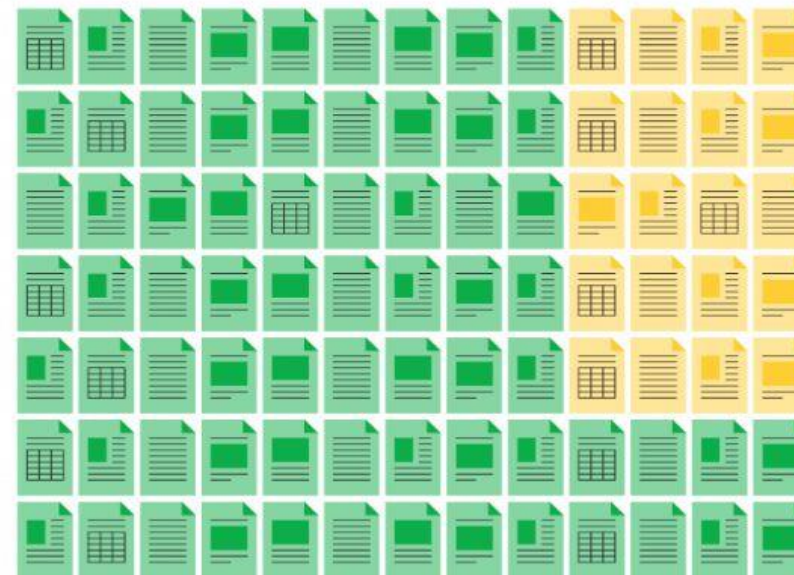

PERCENTAGE OF NDCs THAT INCLUDE GENDER AND/OR WOMEN MENTIONS
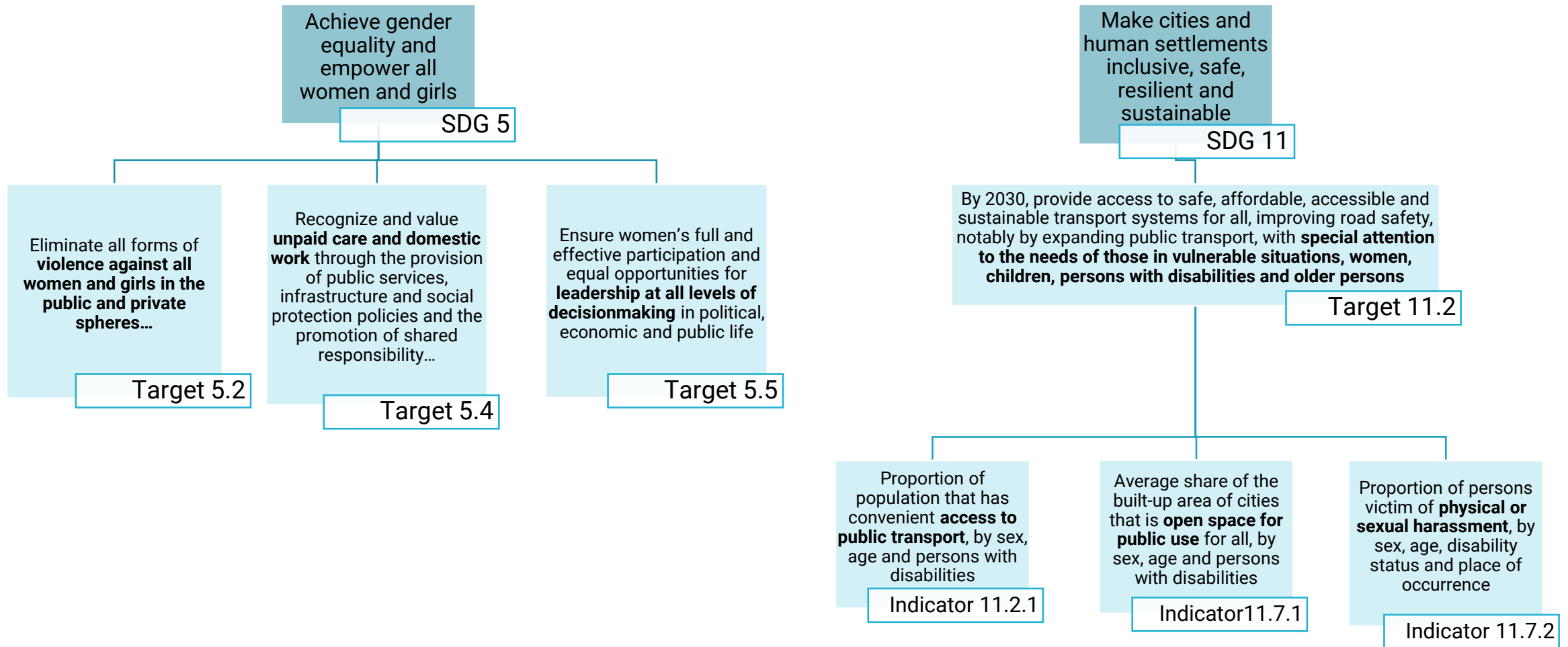
78%
69 NDCs
Include gender

22%
20 NDCs
Do not include gender

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Gender and mobility in Agenda 2030

SDG 5 — Achieve gender equality and empower all women and girls

Target 5.2 — Eliminate all forms of **violence against all women and girls in the public and private spheres…**

Target 5.4 — Recognize and value **unpaid care and domestic work** through the provision of public services, infrastructure and social protection policies and the promotion of shared responsibility…

Target 5.5 — Ensure women's full and effective participation and equal opportunities for **leadership at all levels of decisionmaking** in political, economic and public life

SDG 11 — Make cities and human settlements inclusive, safe, resilient and sustainable

Target 11.2 — By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with **special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons**

Indicator 11.2.1 — Proportion of population that has convenient **access to public transport**, by sex, age and persons with disabilities

Indicator 11.7.1 — Average share of the built-up area of cities that is **open space for public use** for all, by sex, age and persons with disabilities

Indicator 11.7.2 — Proportion of persons victim of **physical or sexual harassment**, by sex, age, disability status and place of occurrence

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> [W]hile we can link many drivers of gender inequality to the built environment, we can also understand the built environment, and urban planning and design, as key opportunities to promote equity.

Conclusion

- Adequate data
- Equal access to opportunities
- Various global agreements
- Numerous rights and commitments
- Potential for efficiacy and funding

Learn how to take action with our training

Integrating gender perspectives into SUMPs and NUMPs

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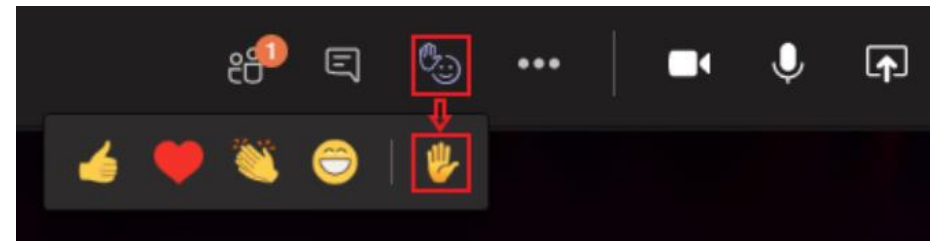# Questions, Feedback and Farewell

Q&A

Chat

→ Post your questions in the chat and we will include them in the Q&A

Speak

→ Select "Show reactions" in the meeting controls, and then choose "Raise your hand". Everyone in the meeting will see that you've got your hand up.

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