

## **Guidelines: Towards a gender responsive urban mobility**



## **Connective Cities COVID-19 Programme 2021 Working Group Gender responsive urban mobility**

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## Guideline towards a gender responsive urban mobility

This guideline aims to bring gender sensitivity into processes and projects in the field of urban mobility. It combines established practice and solid experience and gives you scope for your own creativity. This guideline is thus like a framework to which cities that want to establish gender sensitivity in their work can cling to.

## Elaboration of the Guidelines

The guideline was developed by Valentina, Lana, Fatma, Soumia, Maria Andrea, Paula, Lucy and Andrea María, all members of the working group Gender responsive urban mobility together with experts at the diverse working group's meetings. The working group's members came from Colombia, Jordan, Kenia, Mexico, Morocco, Peru, Tunisia, and Uruguay.

## Introduction

### Why is our mobility system not gender equal?

Whether on the daily way to work, shopping, accompanying children or in leisure time, there is hardly anyone who does not cover distances in a variety of ways - in other words, is mobile in the transport planning sense.

However, women continue to make more trips by walking and significantly fewer trips by car. If we take a closer look at car trips, women are much less likely to drive and much more likely to be passengers. Men often have a clear transport purpose, namely their way to their workplace. Women often have a mix of trip purposes (they are trip-chaining). The empirically ascertainable differences in mobility behavior between women and men result from the different availability of means of transport as well as from the different daily routines of women and men. The gender-specific division of labor, and the resulting role assignments of gainful employment, care, domestic and family work according to gender always has an influence on the mobility of people. Quite often, our mobility system does not take into consideration these differences.

### What can be done to make our mobility system gender equal?

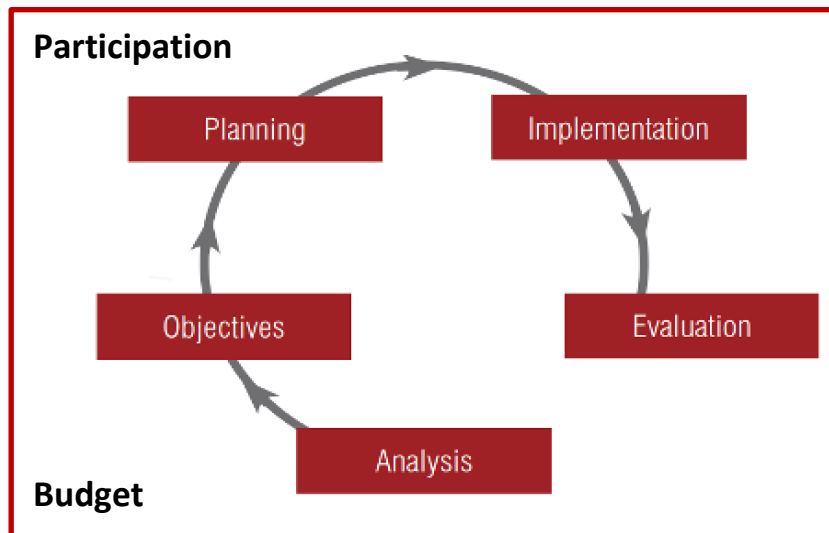
Gender-sensitivity needs to be reflected and taken into consideration in all phases of the planning and evaluation process. There is never one single solution but only a combination of different activities will help to successfully implement gender sensitivity in our urban mobility systems and solutions.

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## Fields of activity

### ANALYSIS

#### Gather detailed knowledge about mobility behaviors

Women's mobility in daily life differs from that of men; for instance women are more likely to travel shorter distances than men during their journeys. Besides, women more frequently go by foot or use the bus as men.

#### Make sure that data is collected in a gender/sex-disaggregated manner

Quite often, neither pedestrians are included in mobility data, nor are complex trip-chains properly reflected. In doing so, especially female mobility is not considered adequately.

#### **Good Practice: Understanding travel behaviour by gender (ITF)**

The International Transport Forum is an intergovernmental organisation with 59 member countries. It acts as a think tank for transport policy and organises the Annual Summit of transport ministers. In the publication "Understanding Urban Travel Behaviour by Gender for Efficient and Equitable Transport Policies" the ITF examines travel behaviour by gender in eight different cities, across three different continents, focusing on transport mode, trip purpose, travel distance and departure time.

For more information see:

<https://www.itf-oecd.org/sites/default/files/docs/urban-travel-behaviour-gender.pdf>

### OBJECTIVES

#### Foster gender sensitivity in processes

There is no use if gender-disaggregated data is collected, but not analyzed and integrated into the plan-making process. It is especially important to focus on access and not on mobility and to pay attention to non-commute trips and trip chaining patterns.

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## **Ensure that gender sensitivity is incorporated in the goals of planning process**

Make sure that goals are formulated that aim at gender equality. It is important that all stages of the planning process aim equally at gender equality. Always view people as the target group of all planning activities and help to differentiate the needs of people. Ask questions such as „What are the potentially different everyday requirements of women and men? How do women and men experience the situation differently?“ Take this as a starting point for the formulation of goals of your planning process.

## **PLANNING**

### **Create transport networks that support trip-chaining**

Especially care work leads to complex trip-chains. A demand-oriented public transport network, as well as good pedestrian and bicycle infrastructure facilitate the organization of everyday life. It is important that residential areas, services (doctors, offices, etc.), shopping facilities, care facilities, etc. are well connected. Only then can all those who perform care work organize their everyday life well.

### **Design a walkable city**

Women walk more. Children, elder people and people living in poorer households also walk more often. Therefore, every effort for a better pedestrian network is a contribution to a gender-sensitive mobility system and in favour of those who cannot buy a bicycle, motorbike, or car or afford public transport and taxis.

#### **Good Practice: Investments in public space (Bogotá, Colombia)**

The Municipality of Bogotá altered the image of the city through the development of public space, especially targeting low-income neighborhoods. The government decided to focus its infrastructure investments on cycle ways, pedestrian paths, open space and parks, schools, and libraries. The paved greenways called “alamedas” run adjacent to unpaved roads and lead to TransMilenio stations.

See also:

[https://womenmobilize.org/wp-content/uploads/2020/02/A\\_Sourcebook\\_Social-Issues-in-TransportGIZ\\_SUTP\\_SB7a\\_Gender\\_Responsive\\_Urban\\_Mobility\\_Nov18-min.pdf](https://womenmobilize.org/wp-content/uploads/2020/02/A_Sourcebook_Social-Issues-in-TransportGIZ_SUTP_SB7a_Gender_Responsive_Urban_Mobility_Nov18-min.pdf), Chapter 6

### **Design the city of short distances**

A city of short distances allows for an efficient combination of travel modes and helps to save time when doing everyday activities. This requires a proximity and acceptable access times to work opportunities, care infrastructure, hospitals, schools, cemeteries, shopping opportunities and services.

### **Don't forget to think about mobility during nighttime-hours**

No city is the same at night. Some places are busy during the day, but deserted at night. This is why it is important to consider how an infrastructure or an offer (e.g. a bus stop) will be experienced at night. Will it still be as attractive as during the day?

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### **Good Practice: The station tunnel (Umeå, Sweden)**

Umeå Central Station was rebuilt from July 2010 until November 2012, with a new pedestrian and bicycle tunnel built under the tracks. The station tunnel reflected Umeå's focus on gender sensitive urban planning, allowing a greater inflow of light, rounded corners and a large entrance in the middle. The inhabitants are very content about this result of working with a gender perspective.

See also: <https://genderedlandscape.umea.se/in-english/>

### **If necessary, increase the level of security with special offers at night**

The introduction of night buses and night taxis and coordination of actions by the police and the transportation companies can help to increase the level of security at night.

### **Ensure traffic safety**

Only those who feel safe are happy to be mobile. If a footpath contains areas of fear or if assaults are expected on the bus, being on the move becomes an unpleasant activity. Poor lighting also makes people feel more insecure. Therefore, it is important to do everything possible to ensure that there is not only the necessary infrastructure or offer (for example, a bus stop or a pedestrian or bicycle path), but that this offer is also perceived as safe.

### **Be part in designing a city of low speeds**

People who are traveling with children, are elderly or have limited mobility take longer to cross a street. And where people drive fast, the quality of the surroundings is worse, the noise is greater. Besides, nobody wants to encounter other people along roads where high speeds are permitted. Low speeds in motorized traffic increase the livability of an area and enable encounters. This can even create neighborhoods that support everyday activities (e.g. childcare).

### **Foster comprehensible surroundings and good orientation**

Anyone who has the feeling of being followed or does not feel comfortable in the respective surrounding wants to get to a safe place as quickly as possible. It's good to have a clear overview and quick orientation. Comprehensible surroundings and good orientation help people feel safer in public space.

### **Ensure that waiting times can be used sensibly**

Shopping possibilities at the bus stop allow to combine one activity (shopping) with another (waiting for the bus). This makes everyday life easier. A children's playground in the immediate vicinity of a bus stop gives children the opportunity to spend the time waiting for the bus in a fun way. These combinations greatly increase the quality of life.

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## PARTICIPATION

### **Include persons with different daily lives and backgrounds**

Some people take the car, go to work and ride back home in the evening. Others have complex trip chaining patterns and combine public transport and walking. The inclusion of persons with different daily lives and backgrounds in the formulation of objectives, makes the objectives more comprehensive.

### **Take care about who is participating in planning processes**

Quite often, in household surveys only male heads of households are participating. When it comes to participative events, in many contexts male participants dominate. Make sure to address both sexes, but also diverse age and income groups. Ensure that also marginalized groups actively participate in the planning process.

#### **Good practice: the Femmedina project (Tunis, Tunisia)**

The Femmedina project aims to bring out the voices of women who have been marginalized and engage them in the rehabilitation of the public spaces. It seeks to identify and implement small-scale refurbishment of public spaces to make them more inclusive towards women's needs. Throughout the process, women residents and city leaders improve their ability to make collective decisions on how to create a better quality of life.

See also: <https://www.citiesalliance.org/femmedina-inclusive-city-program-tunis>

### **Take people seriously**

You might like to reflect on different life experiences: What are the specific needs of pregnant mothers, elderly and children? Maybe it turns out, that a specific group feels anxieties in specific areas. Maybe you do not feel the same. Anyhow, you should take people serious and your objectives should cover all needs.

### **Support initiatives of people who are motivated to develop gender responsive mobility solutions**

Create meeting opportunities and inviting contact points for fruitful exchange with residents. You may come across self-initiative and self-organisation, and you can support the initiatives for the further development of a gender responsive urban mobility system.

## IMPLEMENTATION

### **Ensure that more women work in the transport sector**

The more women work in the transportation sector, the greater the focus on women's needs. Women are better able to put themselves in the situation of the daily life contexts of other women and have different experiences and perceptions than men. Consequently, they can represent women's interests better. If necessary, design the relevant normative framework to get a greater number of women in the transport sector.

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### **Note: 5 Principles to Empower Women in Transport (TUMI)**

Women face different challenges when it comes to mobility, whether it is inclusion, safety, accessibility or entering the workforce in the transport sector. How to cater the needs of women in transport? Check out the 5 Principles to Empower Women in Transport!

<https://www.mobiliseyourcity.net/tumis-5-principles-empower-women-transport>

### **Ensure there is enough budget to embed gender sensitivity**

The integration of gender-sensitive measures also needs a solid financial basis. Ensure that sufficient financial resources are available. Furthermore, the budget of your municipality should, according to the results of the 4th UN World Conference on Women, promote gender equality (gender budgeting).

### **Don't forget to consider digital solutions**

Diverse apps can help to connect people or get knowledge about our environment. You can use digital solutions to evaluate your traffic network, but also to increase the safety of women in public transport and many purposes more.

### **Stay in contact with diverse decision makers and politicians**

Designing gender responsive urban mobility solutions requires a change of policy makers' and planners' mindsets. Only if they see urban transport more comprehensively and involve all aspects of urban mobility and place greater emphasis on non-work related travel patterns (and take into consideration care work and household activities), the results will be inclusive.

### **Foster innovation to reach gender specific goals**

Have you taken all aspects seriously, built a gender-sensitive mobility network and are not facing the desired goals? Maybe, some more work has to be done than. Did you ask about what pregnant women or women need to feel more safe in public transport? Did you ask about how bicycles should be designed to accommodate parents and children? Did you ask how helmets can be designed to accommodate beautiful hairstyles? You do not need to have the answer. Get in contact with the private sector and try to establish a joint project.

### **Promote the bicycle as a means of transport wherever it is safe**

Small and medium-sized towns or bigger towns with good cycle-infrastructure might offer perfect surroundings for cycling, not only in leisure time, but also for daily activities (e.g. way to work, shopping, care activities). In some areas, cycling might offer a safe and additional opportunity for women's mobility. Promote cycling as a means of transport – for leisure time, work and daily life activities.

### **Good Practice: FemiBici (Guadalajara, Mexico)**

FemiBici is a feminist cooperative in Guadalajara that sees the bike as a tool for emancipation. They offer different workshops, for example a female bike workshop or classes to ride the bike for women, who are often not used to this mode of transport. They also organize bike rides for women through the city, which increases visibility and the joy to move, and helps to reclaim the city especially at night. Together with an investment in cycling infrastructure, this approach to emancipation and education is essential for encouraging women to use the bike.

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See also:

[https://womenmobilize.org/wp-content/uploads/2020/02/A\\_Sourcebook\\_Social-Issues-in-TransportGIZ\\_SUTP\\_SB7a\\_Gender\\_Responsive\\_Urban\\_Mobility\\_Nov18-min.pdf](https://womenmobilize.org/wp-content/uploads/2020/02/A_Sourcebook_Social-Issues-in-TransportGIZ_SUTP_SB7a_Gender_Responsive_Urban_Mobility_Nov18-min.pdf), Chapter 6 6. Good practice examples

### **Work on women's capacities**

Many women have already become accustomed to feeling uncomfortable on public transport, having to take a detour at night on their way home for safety reasons, or not having the bike as a mode of transportation because they never learned to ride a bike. Work on women's capacities to articulate their needs and to have full access to the city and its infrastructure and mobility offer.

### **Collaborate with the private sector**

For the implementation of ambitious goals in the pursuit of gender responsive urban mobility, it may be useful to consider cooperation with the private sector. Look around for opportunities to work together with the private sector.

## **EVALUATION**

### **Check your projects and never stop to get inspired for new ones**

Always check whether your efforts have led to the desired success. And if not, use the evaluation as an opportunity to improve your existing ideas or come up with new and better ideas.

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