



CiViTAS
Cleaner and better transport in cities

POLICY NOTE



Smart choices for cities
Gender equality
and mobility:
mind the gap!

CiViTAS



Smart choices for cities
**Gender equality and
mobility: mind the gap!**



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Preface

Thank you for reading the second policy analysis of the CIVITAS WIKI Policy Analyses series.

The mission of the CIVITAS WIKI project is to provide information on clean urban transport and the CIVITAS Initiative to EU city planners, decision-makers and citizens. With its policy documents WIKI wants to inform people in cities about a number of topics that currently play an important role in urban mobility.

This second policy analysis focuses on the topic of gender-sensitive mobility planning.

In both the international body of literature and transport planning, the gender dimension in mobility patterns and sustainability has received relatively little attention so far, even though, together with age and income, gender is considered a significant factor in accounting for differences

in mobility behaviour, with women recognized as being more likely to adopt sustainable travel behaviours than men.

A growing debate on this topic is ongoing at EU level and it has been re-launched within the CIVITAS Integrated Planning Thematic Group. Collaborative interaction was set up on the CIVITAS Interactive platform (www.civitas.eu/thematic-cooperation) and in the CIVITAS Urban Mobility LinkedIn group, to collect further resources, links to other projects, practical city experiences and opinions and comments on the topic.

In fact, within the CIVITAS WIKI project, a total of eight policy analyses will be produced. Cities can suggest topics for research to the CIVITAS WIKI team. This can be done via the CIVITAS secretariat or using the CIVITAS thematic groups. So if you have a topic you want to know more about, please let us know!

We hope you will enjoy the read,

The CIVITAS WIKI team

This publication was produced by the CIVITAS WIKI consortium. The policy note was compiled by Silvia Maffii, Patrizia Malgieri and Caterina Di Bartolo (TRT, Italy). Special recognition is due to Citizens Mobility and its contributors for their proactive participation in the collaborative interaction, as well as to Mike McDonald (WIKI advisor), Tariq van Rooijen (TNO) and Simone Bosetti (TRT, Italy) for the review of the manuscript.



Smart choices for cities Gender equality and mobility: mind the gap!

Summary

Achieving the target of sustainability in urban mobility also means considering the needs of different users and thereby offering equal levels of accessibility to transport to all different groups. The need to adopt a gender-sensitive perspective is emerging as a challenging and impending task for urban mobility policy makers and planners. In this sense, to be effective, urban mobility policy action needs to be more gender-sensitive.

A review of the body of literature and research confirms that still little is known about specific needs of genders. On the other hand, the analysis of the socio-economic background together with projections and trends confirm that, though narrowing, the gap between genders is still evident and has effects on mobility patterns.

Lower employment rates, part-time roles and low-wage positions are the main factors which determine a sensible difference between genders in the labour market, in social life and in transport behaviour. Furthermore, even at retirement gender needs are notable, given that women make up the predominant part of the elder population. The picture that emerges is one where women travel differently than men in relation to transport modes used, distance travelled, the daily number of trips and their pattern, and, not surprisingly, they also travel for different purposes.

The gender imbalance emerging from current patterns and trends in mobility and transport reveals the existence of a disparity, which essentially affects three different aspects: the lack of knowledge of gender issues and the scarcity of gender mobility data and statistics, the need to plan gender-tailored mobility services and the need to better exploit the synergies between urban and mobility planning.

In this document some noteworthy gender-sensitive experiences of pioneer European countries and cities that have started embedding gender mainstreaming in urban and mobility planning are presented. However a consolidated and shared gender perspective in mobility policy-making is still far from being achieved.

Lessons learned from experiences across Europe reveal that, in addition to the large information gap to be filled by improving gender-based statistical data and research, the measures implemented at local level are usually pilot projects, presenting implementation and sustainability problems due to the lack of dedicated public funds projects. Furthermore, addressing women's mobility requires interaction between transport and welfare policies which might increase the complexity and length of the decision-making process.

From these considerations gender-sensitive policy recommendations are drawn: key issues to be tackled are the support of women's participation in decision-making, the improvement in accessibility, safety and comfort of transport modes and the planning of transport services in response to gender needs. Notably, an important driver in this process could be the fact that, according to some studies, women are more likely than men to support or accept sustainability and green economy policies as they appear to be more sensitive to environmental risks and more prepared to make behavioural changes.



Smart choices for cities Gender equality and mobility: mind the gap!

Introduction

The evolution of household and parental models, new developments in the labour market and new technologies with the spread of new forms of work, women's increased labour market participation as well as population ageing are likely to extend the variety of mobility patterns and necessitate appropriate transport policies capable of combining attention to sustainability with attention to gender and age-specific mobility needs.

According to most studies, gender differences in travel patterns are mainly accounted for by the division of roles in the labour market and the family, which affect women's employment conditions, income levels and mobility needs.

Women's travel patterns differ from men's in many ways: women are likely to travel shorter distances than men, are more likely to use public transportation, engage in more non-work travel outside rush hours and make more multi-stop trips, run household errands and escort other passengers (usually children or dependent elderly persons) and tend to be safer drivers than men. Some of these differences are going to become less relevant once gender differentiation in parental models, the labour market etc. becomes less relevant, but others will continue to play a role.

In transport planning and policies, the gender dimension of mobility patterns and sustainability has so far received relatively little attention. The scant attention to gender issues is due in part to the lack of gender-differentiated statistics, which makes it hard to understand gender differences in mobility patterns.

Gender mobility is part of the "Strategy for equality between women and men 2010-2015". The EU has identified a set of actions to move towards social equality between genders, with the aim to address some of the still remaining gender gaps. The actions proposed follow a dual approach: gender mainstreaming and specific measures.

Gender mainstreaming is the integration of the gender perspective into every stage of policy process (design, implementation, monitoring and evaluation) and into all policies of the Union, with a view to promoting equality between women and men.

The added value of gender mainstreaming in planning becomes evident at several levels:

- Quality assurance in planning processes: gender-sensitive planning considers the needs of persons who are often overlooked;
- Targeted resource use: gender-sensitive planning also has an eye on the equitable allocation of space and time;
- Exchange and communication of know-how: a gender-sensitive perspective supports a planning culture informed by everyday needs and nurtures greater awareness of the different needs of women and men in relation to life phases, life realities, cultural and social backgrounds;

A gender perspective in transport policies is important not only to reduce inequality of gender mobility, but also to support a more environmentally-friendly development, as women adopt more environmentally-friendly mobility patterns. Not only because women's lower rate of motorization forces them to use more public transport as well as walk and cycle more. Indeed women are more willing to reduce their use of the car, more positive towards reducing environmental impacts of travel and more positive towards ecological issues. Women are greener not only because they have a more limited access to cars, but also because they have a different attitude towards mobility.

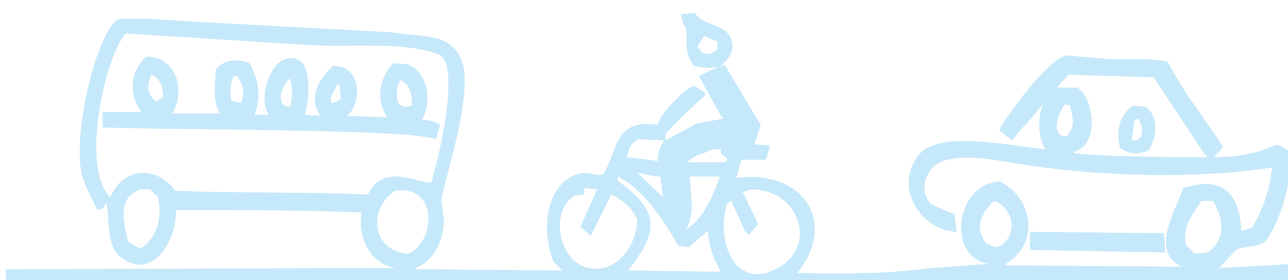
Gender-specific measures in transport planning are becoming more frequent all around European cities. The most promising approach has been developed by the cities of Vienna and Berlin where this innovative concept promotes a gender-sensitive approach in urban and transport planning. Equal mobility opportunities are attained by optimising foot and bicycle traffic, by providing convenient access to surrounding areas and the public transportation network, as well as by designing a safe network of paths for pedestrians and cyclists.



Smart choices for cities Gender equality and mobility: mind the gap!

According to the Swedish Ministry of Transportation, gender equality has been a declared goal of public transportation policies in Sweden since the late 1990s, upon establishment of the Gender Equality Council for Transport and Information Technology. The Ministry stated that together with goals such as providing accessible, safe and high-quality public transportation, regional development and safeguarding environmental resources, official policy is that the transportation system needs to be planned in accordance with the values and needs of both men and women. It also states that women and men need to be given equal opportunity to influence the transportation system's design, structure and administration. Many pilot projects are going to be developed to reach these objectives, one of this in the CIVITAS demonstrative city of Malmö.

This note summarises gender differences in travel patterns, investigates policies that have been adopted in different context in favour of gender-sensitive transport planning and formulates some recommendations for target-group oriented transportation planning. In particular, the policy note aims to answer the question of how transport policies should be adapted to support women's mobility needs and how improving accessibility, safety and comfort of transportation modes are key in this respect.





Gender differences in mobility patterns

Gender is a significant factor in accounting for differences in mobility and travel behaviour. Women's mobility in day-to-day life differs from that of men; for instance women are more likely to travel shorter distances and to stop more frequently than men during their journeys. The gender gap is, however, slowly closing.

Recognition of the links that exist between gender, mobility and sustainable development has only recently begun to emerge in the body of literature on gender and mobility. This is partly because the lack of gender-differentiated statistics makes it hard to understand gender differences in relation to reasons for making journeys, journey frequencies, distance travelled, or mobility-related problems in accessing services and employment.

Factors and trends affecting gender differences in mobility

According to many studies, gender differences in travel patterns are mainly accounted for by the division of roles in the labour market and in the family, as well as age and location.

Gender mobility patterns have been changing in recent years, reflecting the evolution of gender differences in socio-economic and demographic conditions.

In the following sections we investigate how the available literature addresses the effects on the mobility patterns of:

- demographic trends, as women live longer than men and represent the major part of the ageing population, and
- new developments in the labour market, with the spread of new forms of work and increased labour market participation of women.

Demographic trends and the impact of ageing on mobility

In European countries, population ageing has particularly significant implications for mobility patterns. The main trends are as follows:

- The rate of EU population growth is the lowest among the major regions in the world. The demographic structure of the population, already unbalanced in 2012, will be completely redrawn by 2060, especially in relation to women;
- Low fertility levels and extended longevity are the causes of ageing of the EU population, which will become dramatic when the baby boomers reach retirement age in the next few years;
- Population trends and distribution vary greatly among the EU regions, with the Nordic countries and cities in Southern Europe showing urban growth, while the Central and Eastern European conurbations generally show a declining population¹.

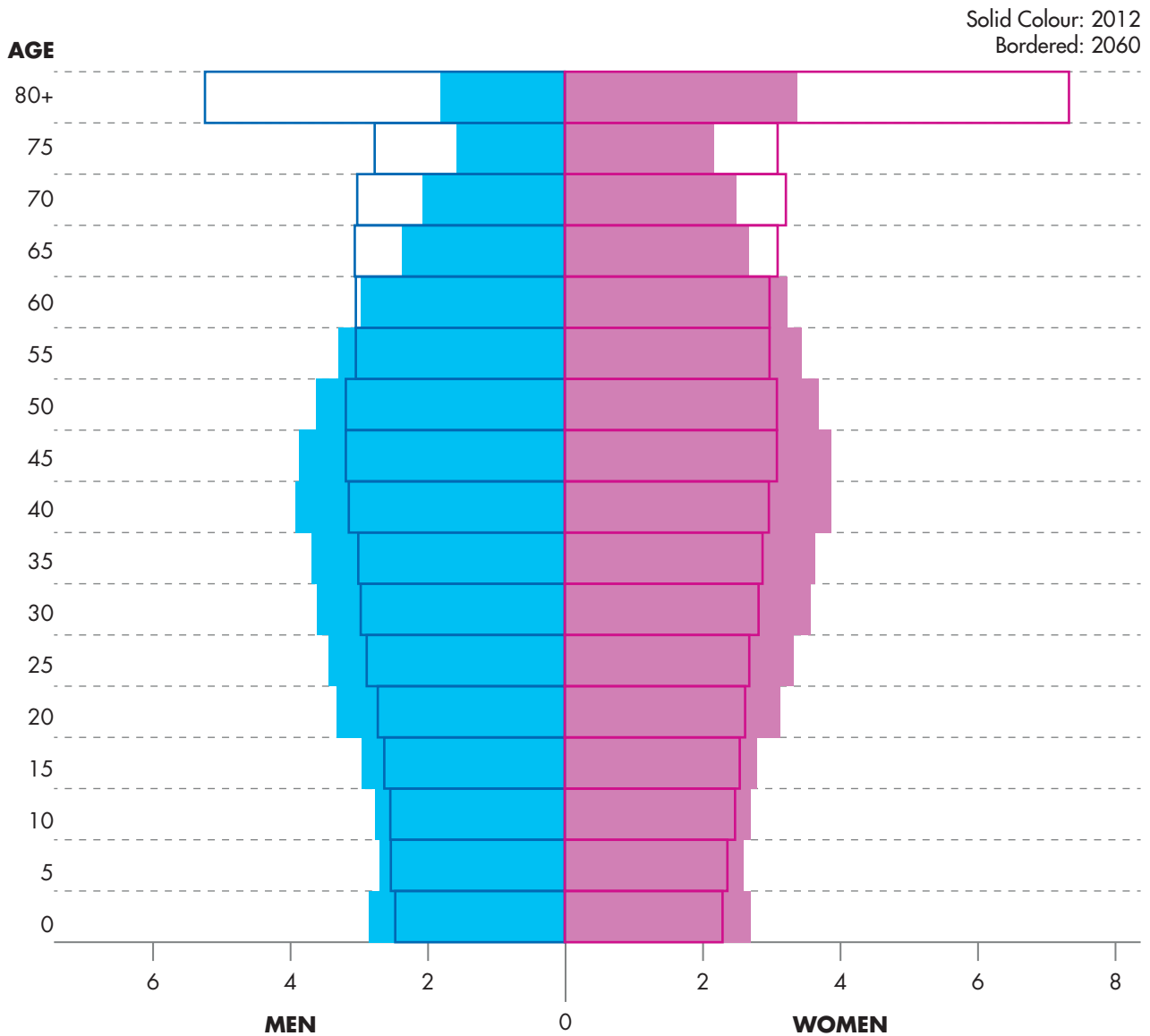
These trends have important repercussion on gender differences given that women account for the majority of elderly people. The higher life expectancy at birth for girls relative to boys² in all European countries also implies that an increasing number of old women will be living alone, with great mobility problems and difficulties in accessing services.

1 European Commission, Directorate-General for Regional Policy 2007.
2 The gender gap has been narrowing in recent years, its breadth differing across countries. The decrease in the gender gap is caused both by a slowing down in the increase in women's life expectancy and a greater increase in men's.



Demographic structure of population (%) in EU-27, 2012 (observed) and 2060 (projection)

Source: European social statistics, 2013 edition –Eurostat Pocketbooks



Labour market

Though trends across Europe show that women participation in the labour market is constantly increasing, gender gaps are still evident albeit at different rates in each country. In 2011, the employment rate for men stood at 70.1% in the EU-27, as compared with 58.5% for women.

The employment rate of women is only one of the key elements to be taken into consideration in relation to women’s mobility patterns; another is the distinction between full-time and part-

time employment as well as the daily balance between paid and unpaid work.

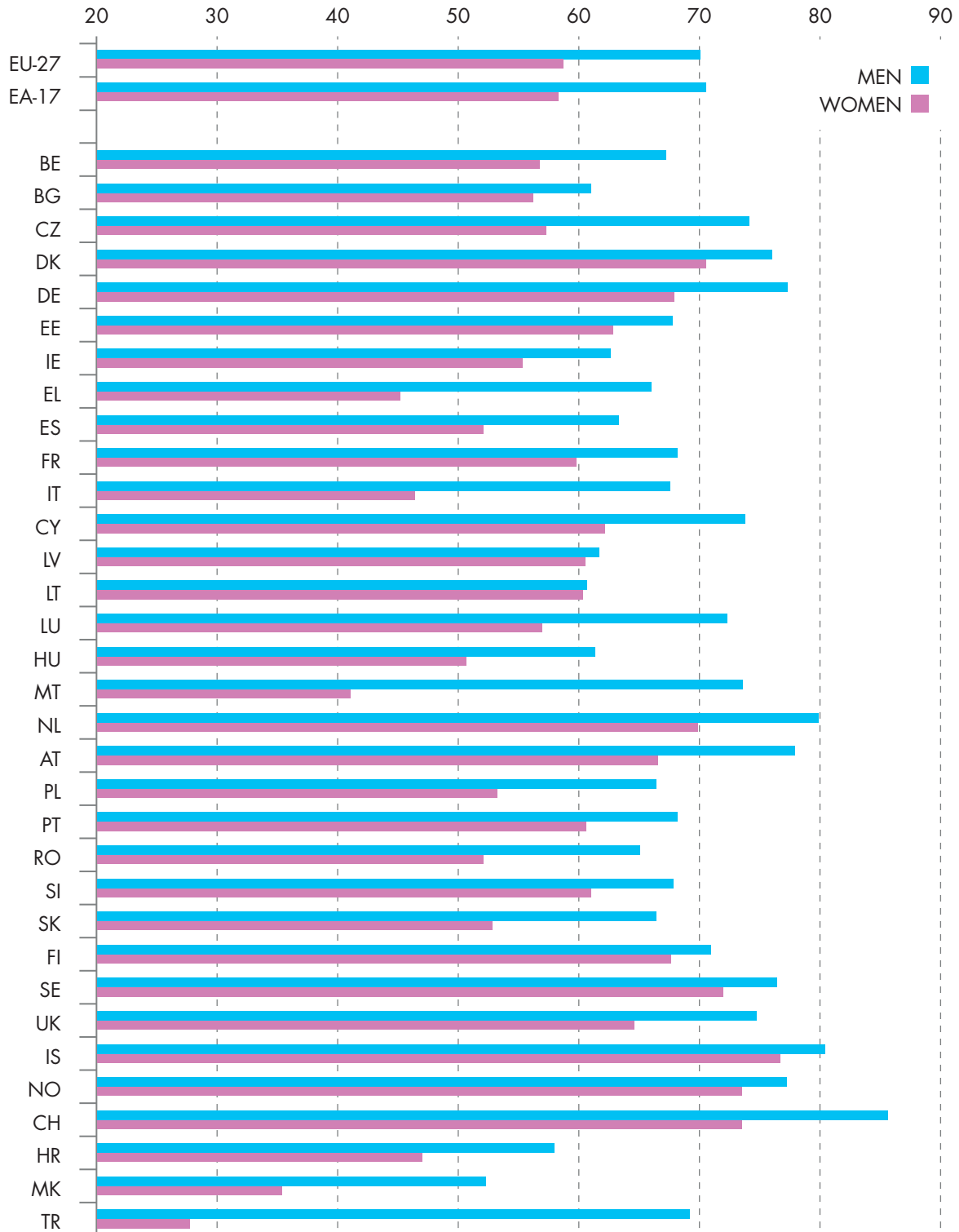
According to Eurostat data³, in the EU-27, 32% of employed women were working part-time in 2011 compared with 8.7% of men.

³ <http://epp.eurostat.ec.europa.eu/portal/page/portal/eurostat/home/>.



Employment rates by gender (persons aged 15-64), 2011 (%)

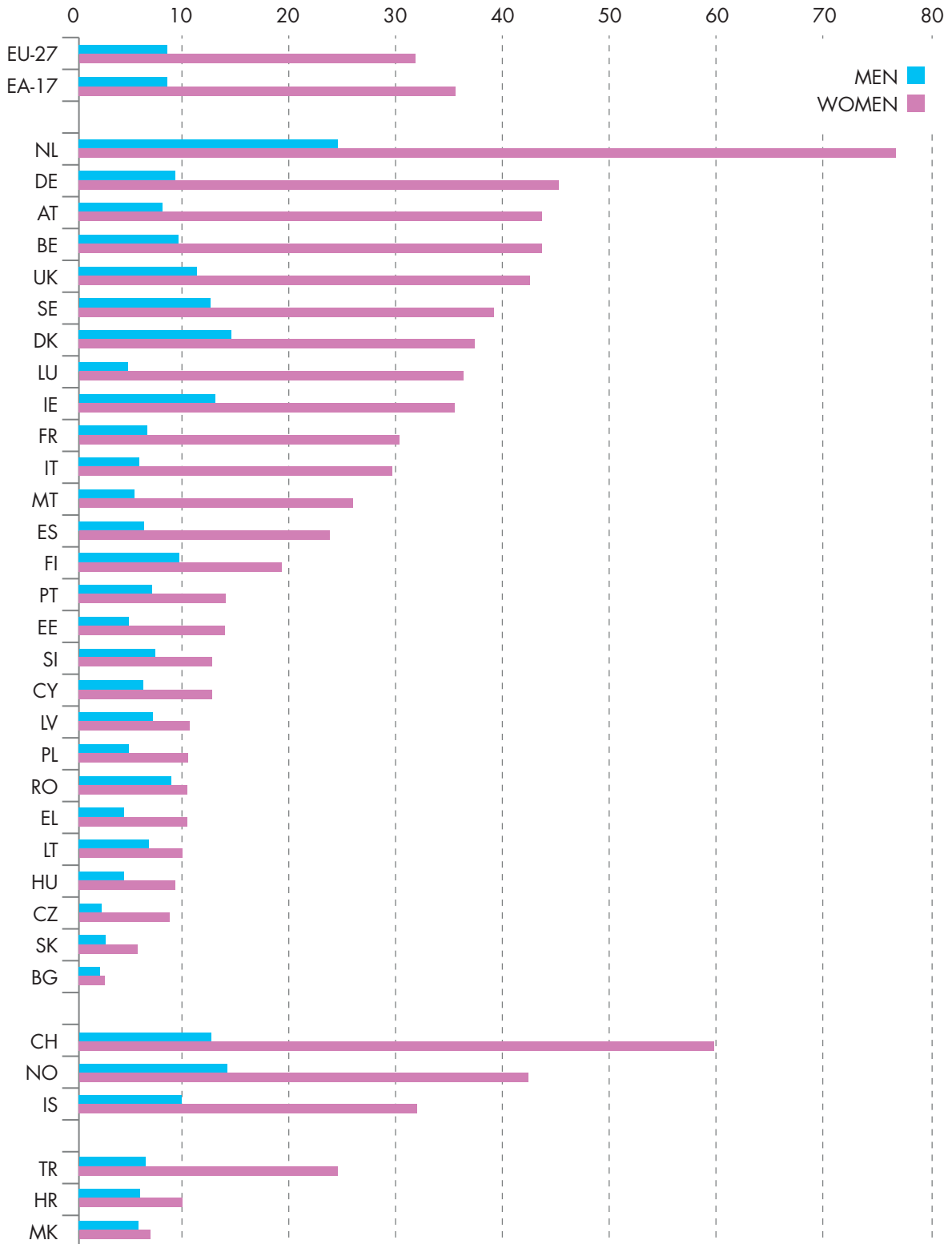
Source: European social statistics, 2013 edition –Eurostat Pocketbooks





Persons employed part-time by gender (persons aged 15-64), EU-27, 2011

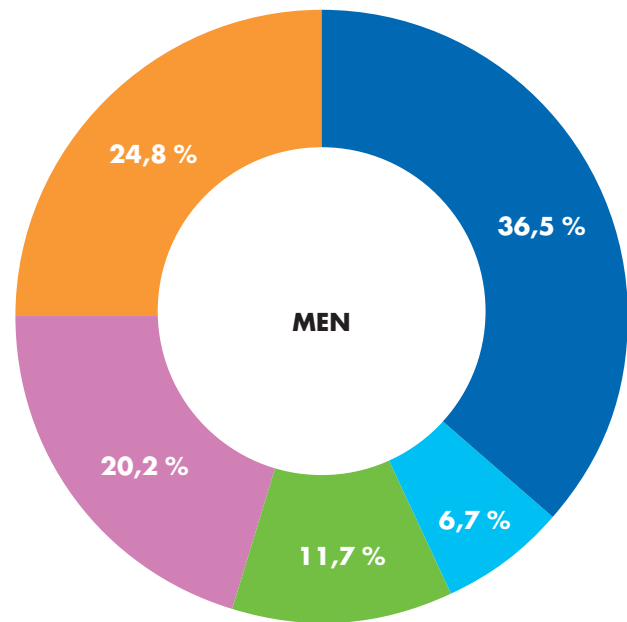
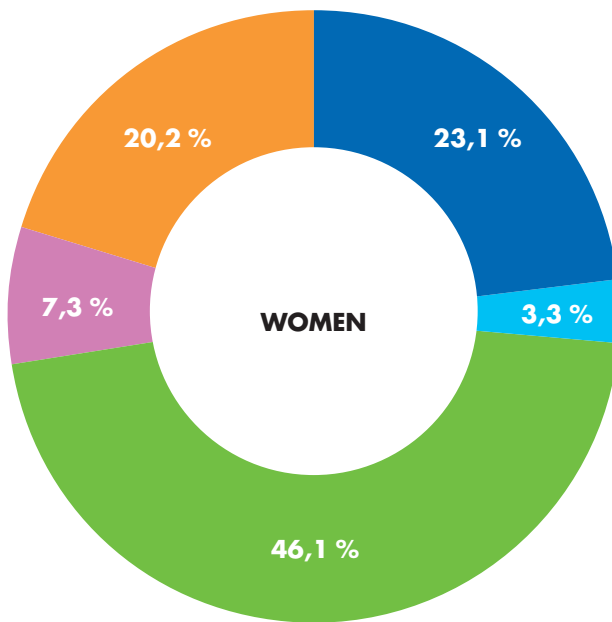
Source: European social statistics, 2013 edition –Eurostat Pocketbooks





Main reasons for working part-time by gender (persons aged 15-64), EU-27, 2011

Source: European social statistics, 2013 edition –Eurostat Pocketbooks



- Could not find a full-time job
- Own illness or disability
- Family or personal responsibilities*
- In education or training
- Other reasons

(*) The category "Family or personal responsibilities" includes the original categories "Looking after children or incapacitated adults" and "Other family or personal responsibilities"

Women show lower employment rates, due to their greater share of home and care-centred responsibilities: across Europe, the division of responsibilities at home is highly gendered, with women spending much more time in unpaid housework and care work for children and adult dependants. In families with young children, on average, fathers work longer hours and on more days of the week, while mothers devote more time to caring for children, including dropping off/picking up children. Needless to say, this is the reason why women are more likely to be employed in part-time jobs.

This evidence is confirmed when looking at the main reasons for part-time employment by sex.

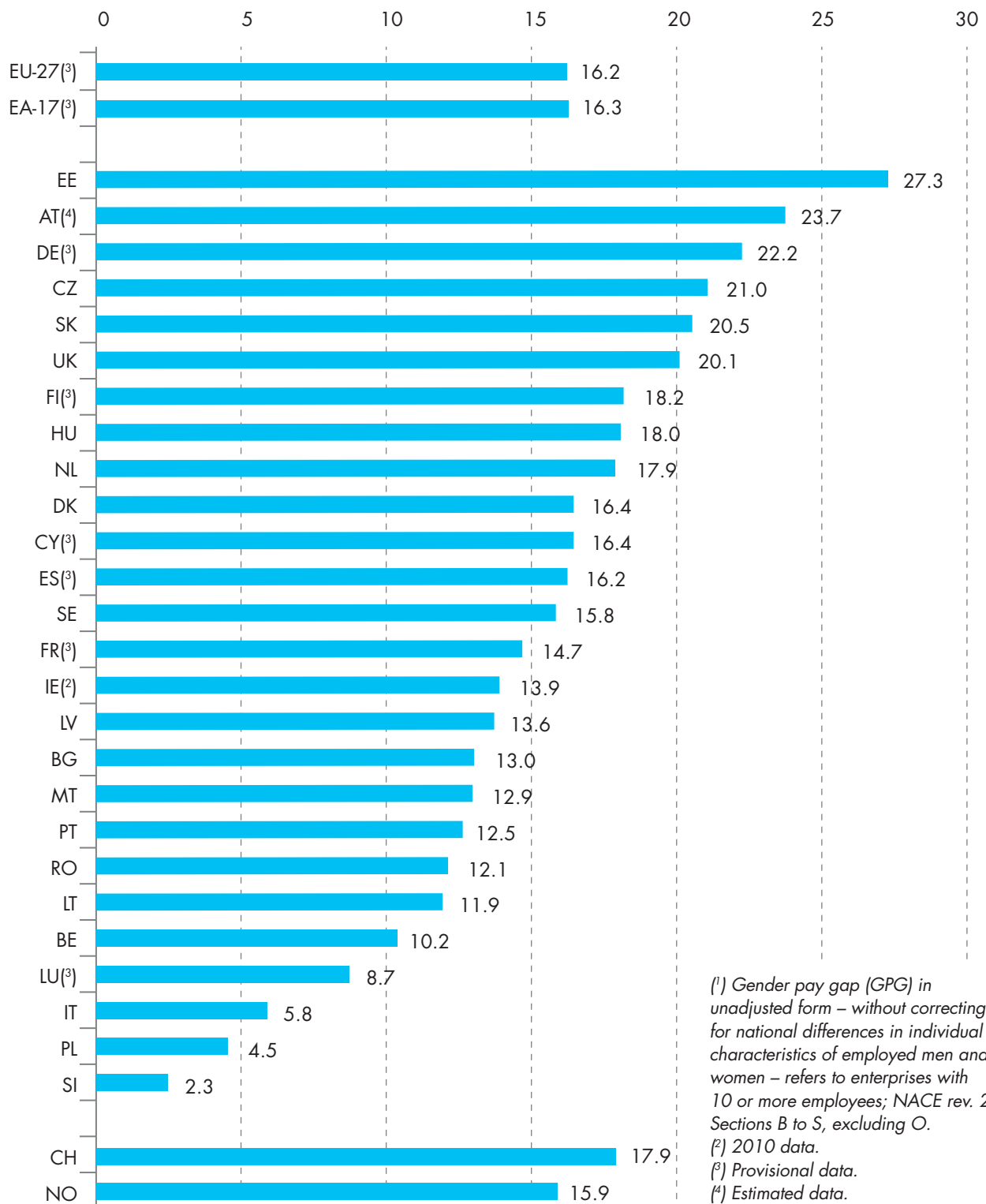
Owing to the higher employment of women in part-time jobs it is easy to understand why women are more concentrated in low-wage professions than men. The **gender pay gap**⁴ in the EU is 16.2%. This has a negative impact in terms of career development, labour income, and willingness to pay for better transport services and access to private transport modes (car).

4 European Commission, Tackling the gender pay gap in the European Union, 2014



Gender pay gap (% difference between mean gross hourly earnings of male and female employees, as % of male gross earnings, in unadjusted form), 2011

Source: European social statistics, 2013 edition –Eurostat Pocketbooks





Smart choices for cities Gender equality and mobility: mind the gap!

Women's travel patterns

All the gender differences that emerge from the analysis of socio-economic conditions are inevitably reflected in mobility patterns, with women presenting specific characteristics in terms of differences in transport modes, trip purposes, journey chain and travel distance.

Transport modes

The Eurobarometer (2007)⁵ survey, which provides gender-disaggregated data on modal split in the European Union gives a clear indication of gender differences in relation to different modes of transport.

According to these data, a higher proportion of men travel by car and motorcycle than women, while women walk and use public transport and bicycles more than men. Similar gender differences emerge from disaggregated data for different Member States.

Women are more inclined than men to use low-carbon transport modes such as public transport and walking, although existing conditions do not always take the specific needs and constraints of women into account.

In addition, according to some studies, women and men perceive risks differently, including the environmental risk of climate change.

A Swedish study shows that men consume significantly more energy in relation to transport than women. On average, 40% of men's total energy use is connected to transport, while the figure for women is just 25%.

Literature research also tells us that, compared to men, women tend to have values that are more environment-focused, more positive views of speed limits and congestion fees and also other attitudes that support a more sustainable system of transport.

Gender differences in socio-economic and demographic conditions are at the basis of women's lower ability to own and use a car. There is evidence to suggest that women travel in cars more frequently as passengers rather than as drivers.

Gender differences by modal split in the EU-27

	Car	Public Transport	Walking	Bicycle	Motorcycle	Other
EU 27	51.4	20.6	14.7	8.7	1.8	2.7
Men	57.5	18.0	10.2	8.3	3.3	2.7
Women	45.8	23.1	18.8	9.1	0.5	2.7

Source: Eurobarometer "Attitudes on issues related to EU transport policy", 2007

Gender differences by modal split (value %) in different Member States

Transport mode	Italy, 2011		UK, 2010		Germany, 2008		France, 2008	
	Women	Men	Women	Men	Women	Men	Women	Men
Car	60.6	72.7	37.5	47.2	36.3	49.2	62.8	67
Car as passenger			26.7	17.4	18.8	11.3		
Public transport	16.5	12.7	10.3	9.8	8.8	8.2	8.5	8.1
Foot&Byke	22.9	14.6	23.6	23.2	36.1	31.3	28.1	21.7
Other			1.9	2.4			0.6	3.2
Total	100	100	100	100	100	100	100	100

Source: Isfort, 2011; UK National Travel Survey 2010; Bundesministerium fuer Verkehr, Bau und Stadtentwicklung, 2008; Ministère de l'Écologie, du Développement Durable et de l'Énergie, 2008

⁵ The survey covers all 27 Member States and is based on a sample of 25,767 individuals. The data are not disaggregated by country.



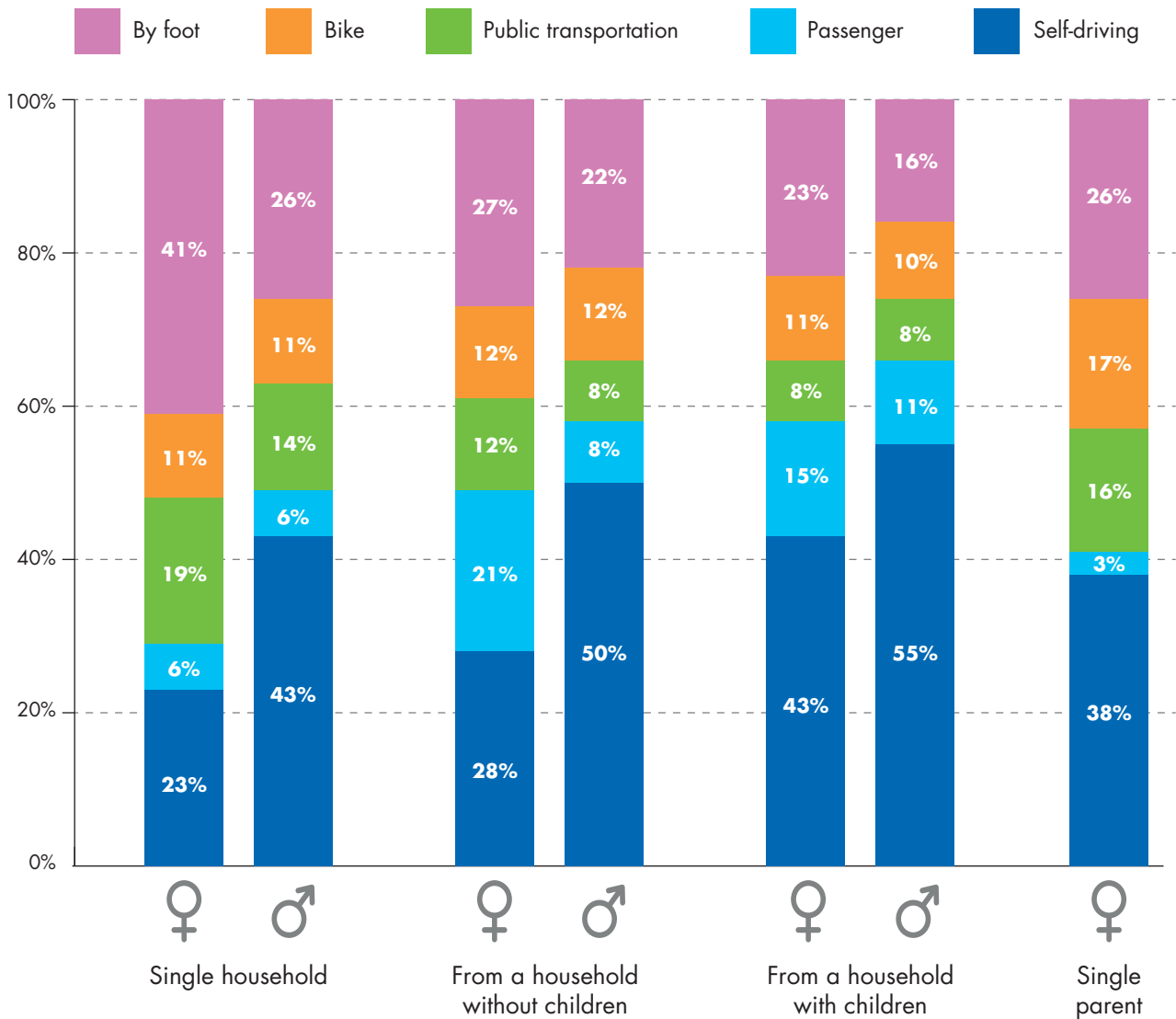
Car users frequency by gender (%), EU-28, 2013

Source: Attitudes of Europeans towards urban mobility, 2013

How often do you use a car (whether as a driver or a passenger)?					
	At least once a day	A few times a week	A few times a month or less often	Never	Don't know
EU 28	50	27	12	12	0
Men	57	24	9	10	0
Women	42	30	14	14	0

Hanover Region: gender modal split, 2009

Source: ICTCT 26th Workshop - Gender aspects for urban traffic planning (Stete, 2013)

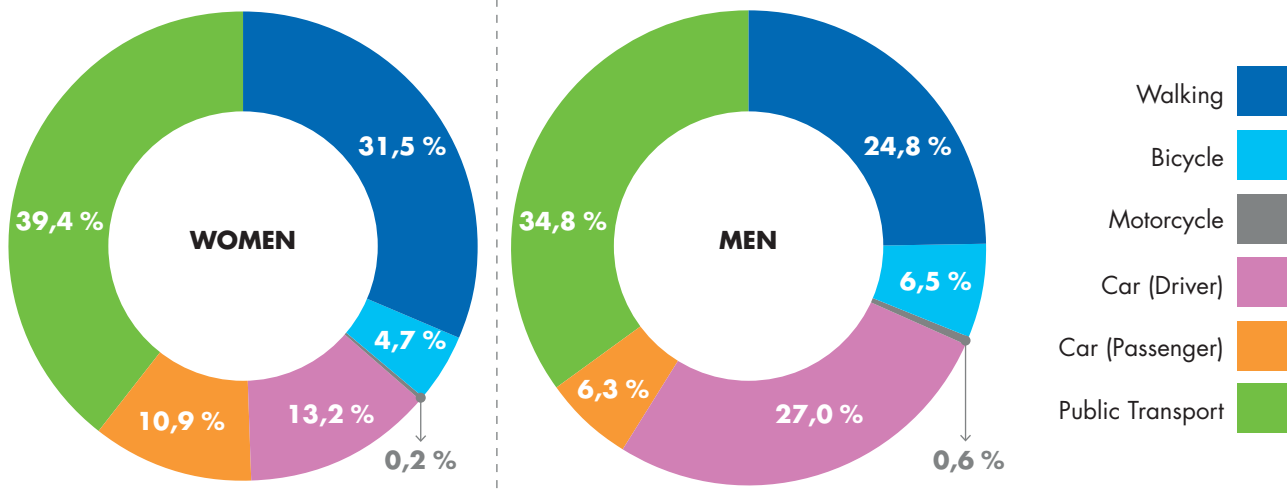




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Vienna City: gender modal split, 2013

Source: *Gender Mainstreaming in Urban Planning and Urban Development, 2013*



Trip purposes and journey chain

Since national statistics do not provide homogeneous information and report aggregated data on trip purposes of women and men, it is necessary to deepen research into the question through adequate, gender-sensitive statistical data and research at local and national level.

However, to the extent that statistics are available, these point out significant differences with respect to gender mobility patterns (see statistics in UK, Germany, Italy and Spain).

In this respect clear evidence of gender differences emerges from UK national statistics which provides information that is further disaggregated on the basis of interviewees' age. It thus illustrates gender differences on the basis of the purposes of transport as functions of individuals and families' stages in the life cycle.

UK, trip purpose by gender and age range (%)

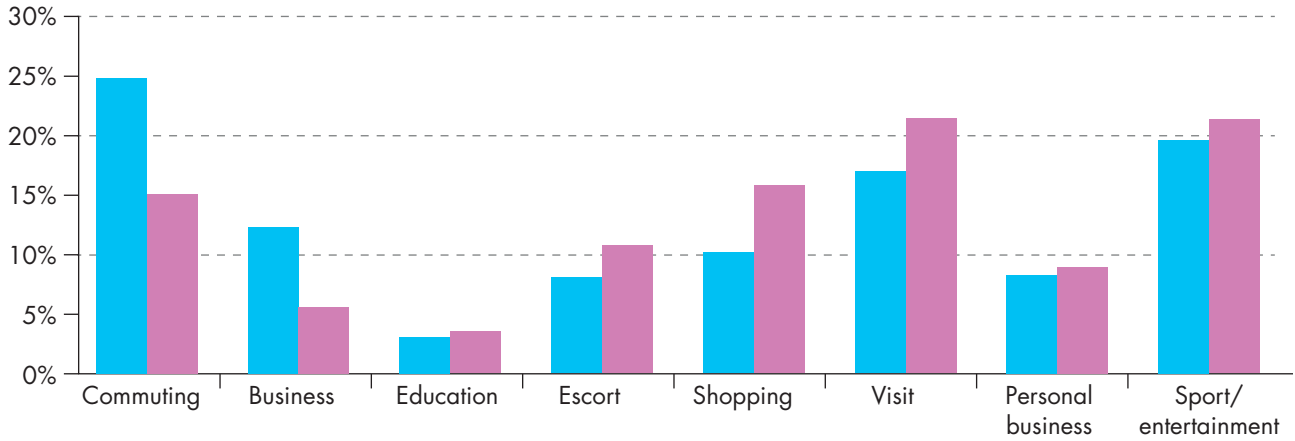
Trip Purpose	All		21 - 59		60-69		over 70	
	Men	Women	Men	Women	Men	Women	Men	Women
Commuting	24	15	33	21	16	5	2	1
Business	12	5	16	8	10	2	2	0
Education	3	3	1	1	0	0	0	0
Escort	8	11	6	11	7	6	7	4
Shopping	10	15	8	14	15	25	26	28
Visit	17	21	14	19	19	26	24	26
Personal business	8	9	7	8	10	11	14	14
Sport/ entertainment	19	21	16	18	23	25	26	26
Total (%)	100	100	100	100	100	100	100	100

Source: *National Travel Survey 2010 –Department for Transport*



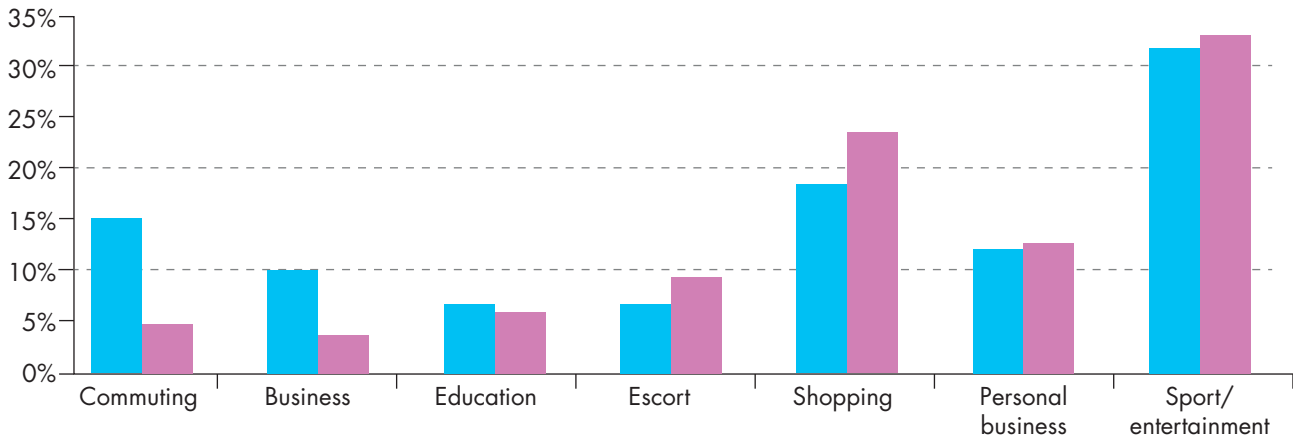
UK, trip purpose by gender (%)

Source: National Travel Survey 2010 –Department for Transport



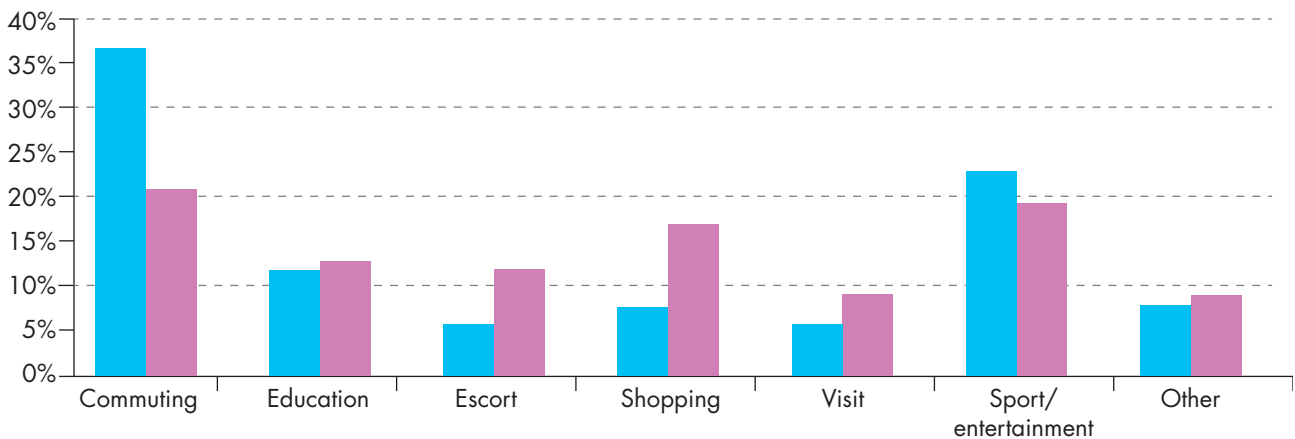
Germany, trip purpose by gender (%)

Source: Mobilitaet in Deutschland 2008 Bundesministerium fuer Verkehr, Bau und Stadtentwicklung



Spain, trip purpose by gender (%)

Source: Encuesta de Movilidad de las Personas Residentes en España 2006-2007, Dirección General de Programación Económica del Ministerio de Fomento

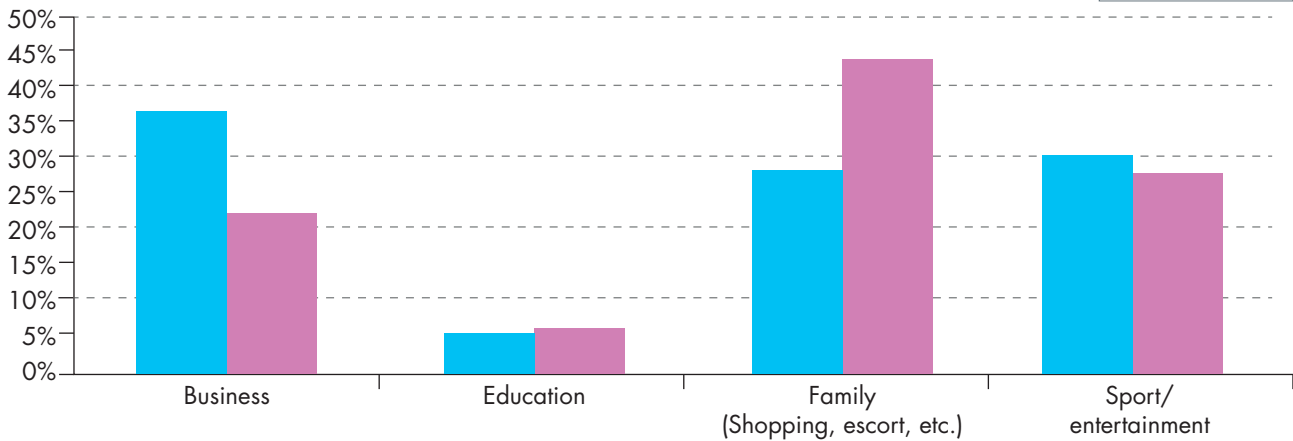
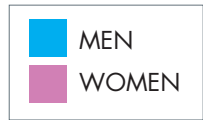




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Italy, trip purpose by gender (%)

Source: ISFORT, 2011

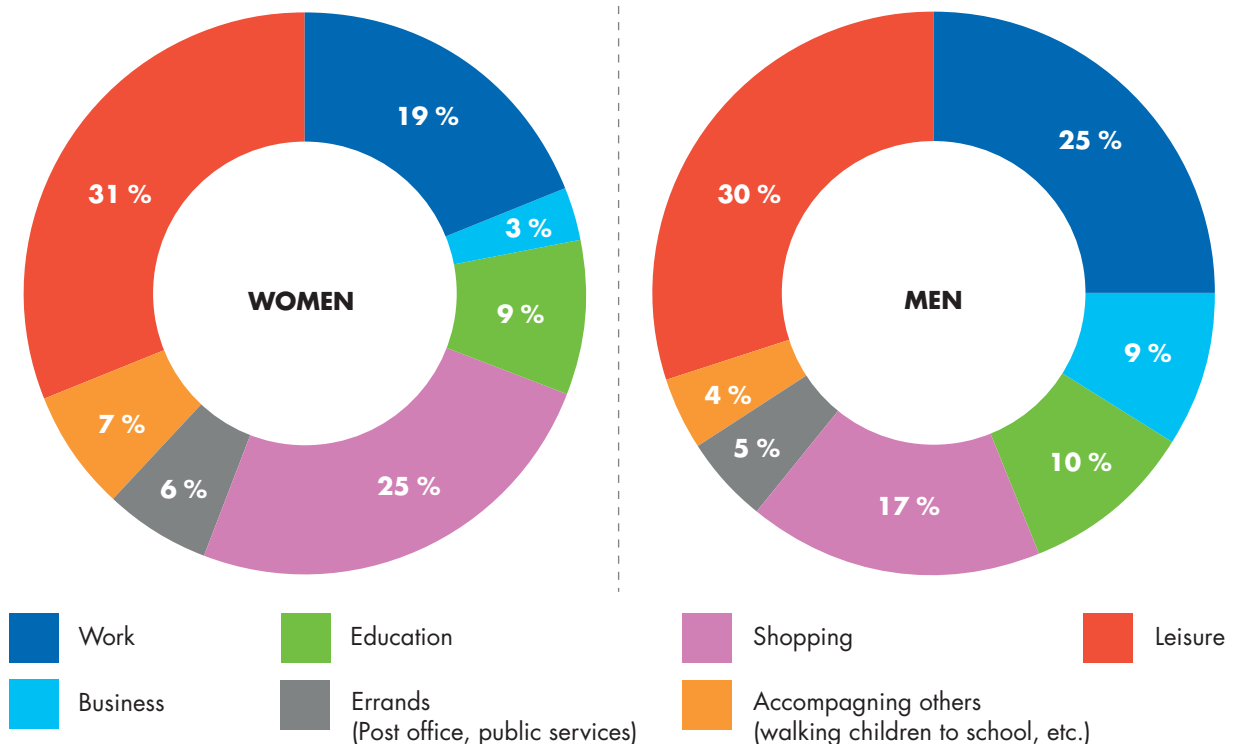


Available statistics in selected European countries underline that women tend to travel less for work (commuting and business) than men do. Major differences emerge in those countries (i.e. Italy, Spain) where there are higher disparities between men and women in the level of labour market participation.

By contrast, the female population clearly tends to travel more frequently for purposes of shopping, escorting family members, family management and so on. This trend is in line with the structural questions discussed above (see also the results of the Vienna survey, 2013).

Purpose of trips taken by Vienna's population

Source: Gender Mainstreaming in Urban Planning and Urban Development, 2013





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Gender differences regarding trip purposes have implications and effects in terms of mobility patterns. In particular, journeys which are less related to work needs imply:

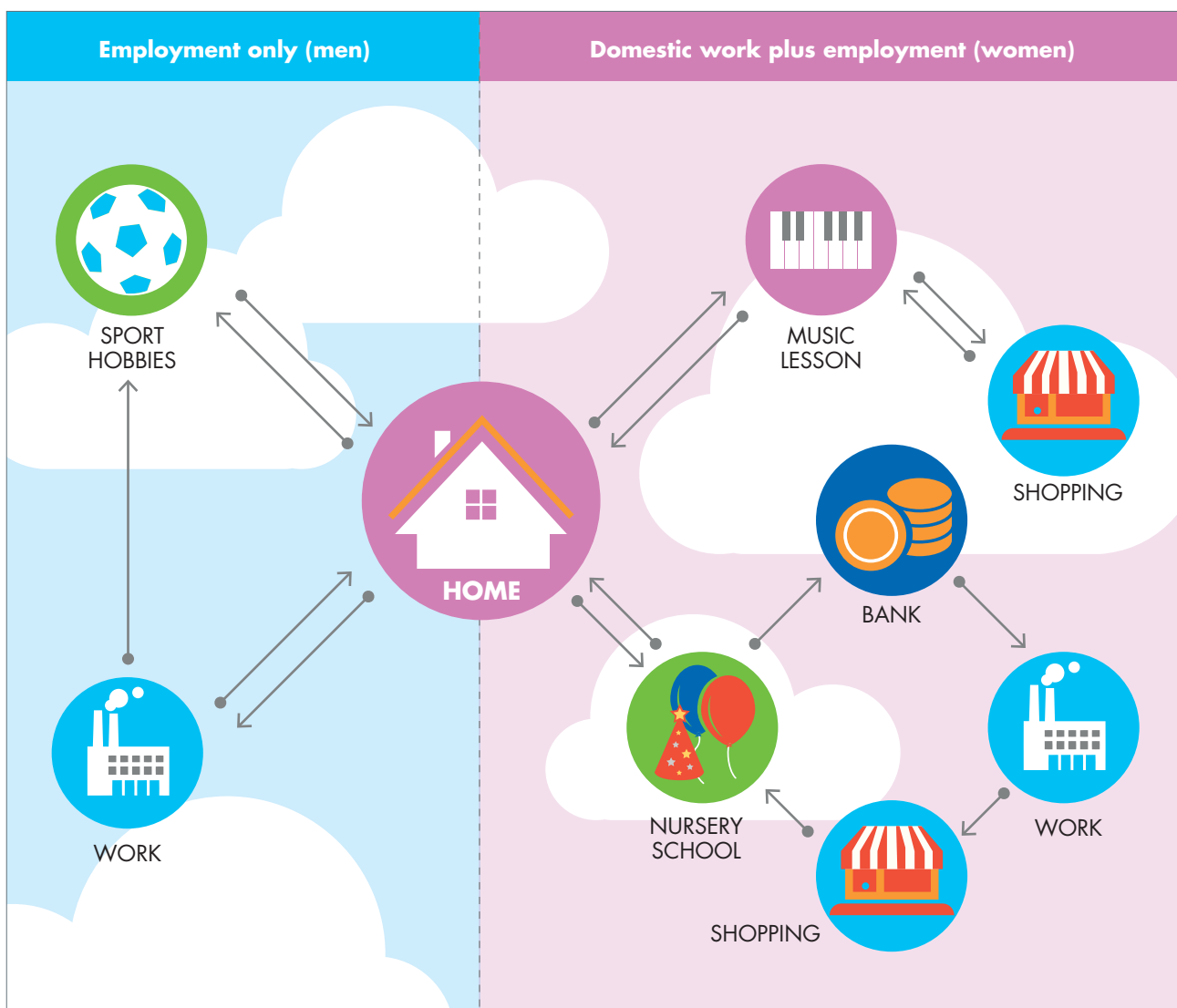
- increased scattering of origins and destinations; trips often involve destinations other than the workplace, such as shopping centres, schools, hospitals and health centres etc.;
- fewer time constraints, women frequently travel outside rush hours;
- women often do not travel alone but have to accompany children or elderly and/or disabled persons.

For these reasons, while men often display standard and linear travel patterns (to and from the workplace, without interruptions), women frequently have shorter travel patterns and more complex travel chains.

Women make more trips and in chains that are more complex than those made by men, notably due to the fact that they undertake more non-work-related trips. At the same time, women's journeys to work are frequently shorter as their area of access to jobs is often smaller due to time constraints and a lesser degree of access to a private car.

A normal day (for a woman from Western Europe)

Source: elaboration on Lehner Lierz (2003)





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For all these reasons, while men often present standard and linear travel patterns (to and from the workplace, without interruptions), women frequently travel outside rush hours and have shorter travel patterns that involve other destinations besides the workplace: shopping centres, schools, hospitals and health centres etc. The time lost in travelling is, therefore, often far more penalizing for women.

Trip purposes are not static during the life of individuals. For women in particular, there are some significant life events that are at the basis of their different mobility needs, choices and behaviour. As both the complexity of activity patterns and trip patterns is linked to specific life situations (most notably employment, care-giving duties and household structures), changes in life situation may be expected to result in changes in pattern complexity. The birth of a child is likely to result in enhanced complexity for parents due to

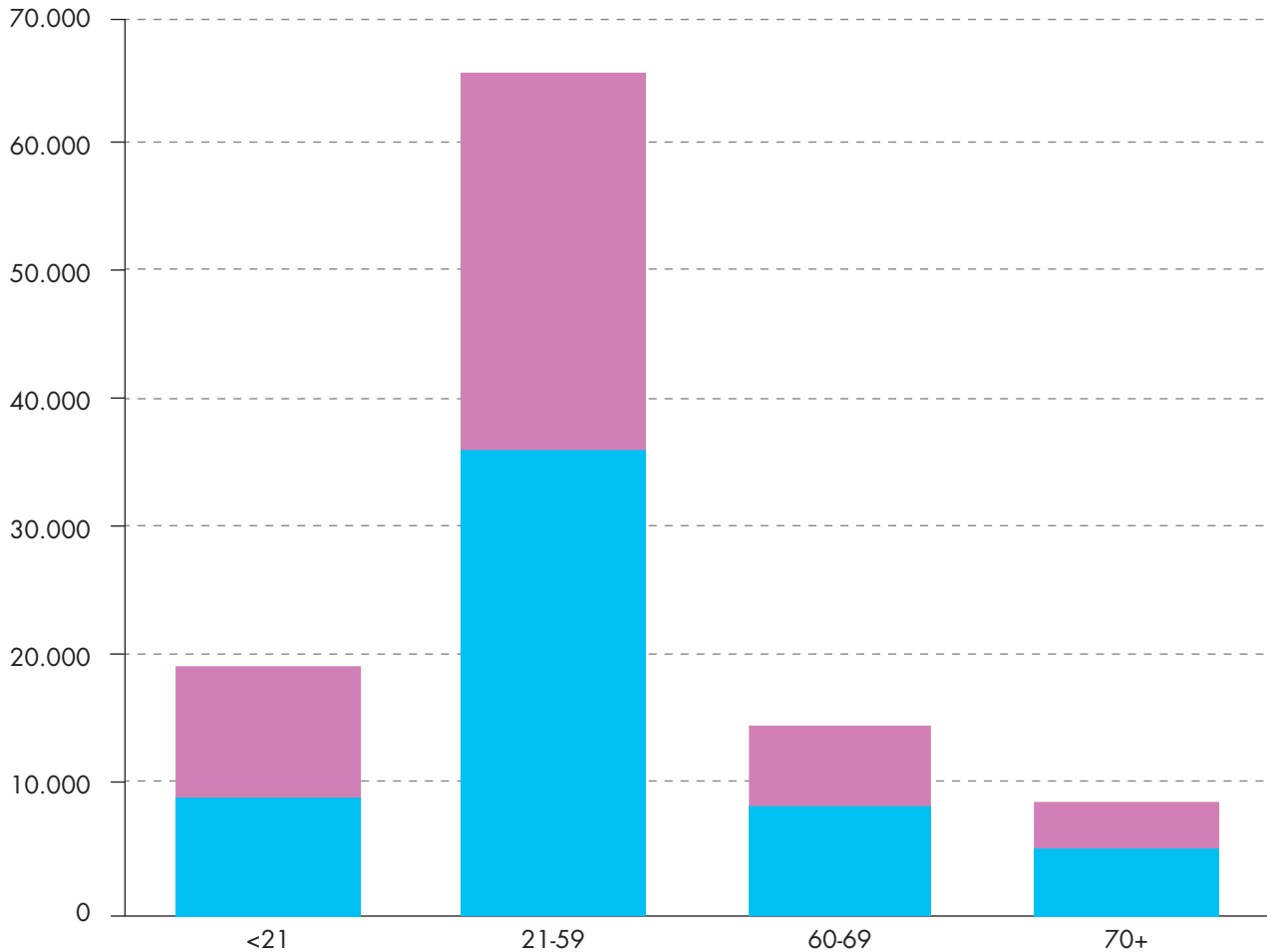
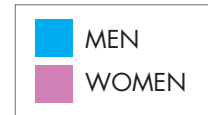
their more varied obligations. Other significant key events relate to employment. Entry into the labour market results in increased entropy, for women even more so than for men.

Travel distance

It transpires from literature and statistical data that, on average, women travel shorter distances than men. Most differences stem from differences in work-related travel: on average, men undertake considerably more business trips and also commute more. In the UK, where national transport statistics are collected on a regular basis, the last data collected for 2012 confirm this. However, women's travel behaviour has changed in the last three decades: women are making more trips and more frequently travel by car as drivers, also covering longer distances.

Average distance (miles) travelled by age and gender: Great Britain, 2012

Source: National Travel Survey, Department for Transport, UK





Gender-sensitive mobility experiences across Europe

The gender imbalance emerging from current patterns and trends in mobility and transport reveals the existence of a disparity, which affects different aspects.

National and local governments across Europe are putting increasing efforts into tackling gender inequalities in mobility and transport, with some countries being front-runners in testing, implementing and promoting innovative gender-sensitive policies and actions. The practices presented in this note are not intended to be exhaustive of the whole panoply of gender mobility measures.

Policies and actions are grouped into three main areas of intervention, assessed as being the most critical:

- knowledge enhancement in gender mobility data;
- developing gender-tailored mobility services; and
- urban mobility planning & design for meeting gender needs.

Governments at all levels (local, national and European) are looking for solutions that help them move towards the achievement of gender equality in mobility.

GENDER MOBILITY ASPECTS	EXPERIENCE / INITIATIVE
Knowledge enhancement	Gender auditing and National Transport Surveys (UK)
	Extrapolating gender data from a European survey (EU)
Developing mobility services	Gender development of local transport services (Malmö and Kalmar, Sweden)
	Mobility measures accompanying Time and Schedule Plan (Bolzano, Italy)
	Target-group-oriented local public transport (Berlin, Germany)
Urban mobility planning & design	Public space design to provide gender equality in mobility (Vienna, Austria)
	Definition of gender criteria for mobility planning (Berlin, Germany)
	Urban planning for the benefit of girls (Malmö, Sweden)

Within the CIVITAS initiative, the MOBILIS project (CIVITAS II phase) has selected a set of measures for a gender sensitivity audit. The aim of the project was to shed light on gender aspects in policy measures implemented by cities, evaluating their impacts and formulating policy recommendations.



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Knowledge enhancement in gender mobility data

Although interest in gender aspects has increased in recent years, with the topic being considered a relevant matter in planning for sustainable mobility, the shortage of transport data related to gender profiles is currently one of the main concerns.

Bridging the gender gap in mobility means being able to respond to gender needs with adequate transport services and mobility planning. In order to do so, transport demand components and their related features have to be investigated and acknowledged.

Gender transport knowledge is believed to be lacking in relation to three different issues:

- there is only superficial and summary acquaintance with the problem;
- the availability of gender-sensitive statistical transport data is not widespread because this kind of data is not collected on a regular basis in the majority of European countries; and
- there is a general low awareness level of the existing links between gender, mobility and sustainable development.

Indeed, a wide and consistent knowledge of gender implications in transport and mobility should be at the basis of a good policy and planning strategy.

Gender sensitivity is not only to be considered as increased attention to women's needs in relation to transportation, but it is related to the increasing attention which needs to be

paid to all the groups of users included in society. This is necessary in order to satisfy the requirements of sustainability and equity of the transport system of the future.

Current standard transport statistics are not adequate to represent the actual status of transport demand at the level of detail needed in order to be able to conceive and plan "gender-sensitive mobility". Some exemptions do, however, exist and can be used as examples of good practice and guidance.

In conclusion, greater efforts have to be made in order to better understand the rationale and the effects of gender differences in mobility patterns: adequate, gender-sensitive statistical data and research are needed at the local, national and EU level.

Below are two examples of surveys adopted to collect (women-related) gender data.

National Travel Surveys and the data collection system adopted by the Department for Transport in UK are recognized as "best practice" in transport data collection. Data are split by gender and collected on a regular basis (every two years), thus providing a consistent and updated database.

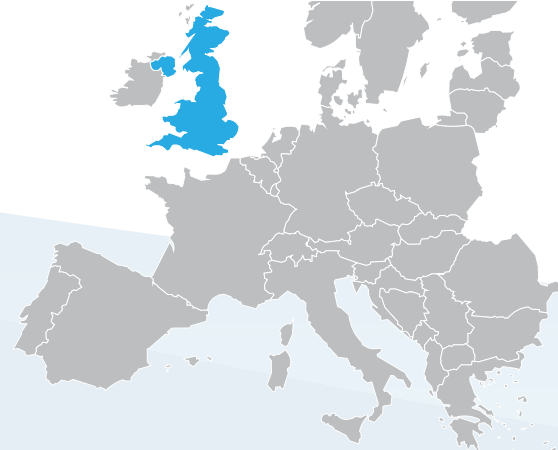
A study by the Joint Research Centre conducted in 2012 on the attitude of European car drivers towards electric vehicles is presented as being the sole example of a multi-national survey with gender detail conducted on a sample of over 3,600 people in 6 different European countries (600 interviews on average per country).



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GENDER AUDITING AND NATIONAL TRANSPORT SURVEYS

Implementation period:
 Started 2000 – updated every 2 years



NATIONAL STATISTICS AND AUDITING TO FOCUS ON WOMEN'S NEEDS

The UK has some of the most significant best practice at the international level in place because of the attention paid by the national statistics service on providing data on gender mobility differences and statistical processing in a well-structured and continuous way.

In 2000, the Department for Transport published its **First Guidance and Checklist for Gender Auditing on Public Transport**. The checklist "Women and Public Transport" is directed at providers (management) and is supposed to inspire them and provide support in carrying out a gender audit in their company and of their services. The aim is to create local public transport services that are adapted to the different needs of women, men and children and to improve these continually. The document mainly provides guidelines about the statutory duties of the public authorities to fight gender discrimination, data on men's and women's mobility patterns and the level of employment of women in the transport industry. In 2006 the Department for Transport implemented the **Gender Equality Scheme Action Plan (2007-2010)** as a requirement of the Equality Act 2006 with the aim to oblige all public authorities to produce a gender equality scheme to eliminate sex discrimination and sexual harassment and promote gender equality.

Another important pillar of the strategy is the publication of **Transport Statistics**. They are provided at the

national level and are very detailed and disaggregated on the basis of variables such as age, gender, mode, distance, professions, level of satisfaction and reasons for travelling. The publication of the national statistic **Focus on Personal Travel** collects data on mobility trends in different time periods from the 1980s to 2003. As for gender mobility, the survey shows that women's mobility patterns have changed considerably over time in comparison to those of men. The latest surveys are fact-sheets on the **Use of Public Buses** published in March 2010 and **Commuting and Business Travel** published in April 2011. They are both based on data from the **National Travel Surveys** collected in 2012 and updated in 2013 and concern the mobility of women and men, differentiated by age, in relation to public buses and their journeys for the purposes of commuting and business, respectively.



KEY ELEMENTS FOR KNOWLEDGE SHARING

- Commitment to the adoption of a transport system above all shaped to women's needs
- Complete time series data and exhaustive info collected by means of statistical surveys
- Focus on women's needs as one of the most important purposes of the policy initiative



Smart choices for cities
Gender equality and mobility: mind the gap!

EXTRAPOLATING GENDER DATA FROM A EUROPEAN SURVEY

Implementation period:
 2012

ATTITUDE OF EUROPEAN CAR DRIVERS TOWARDS ELECTRIC VEHICLES



In 2012, the Joint Research Centre published the results of a survey conducted in six different European countries on car drivers' behaviours in relation to driving and parking ("Driving and parking patterns of European car drivers- a mobility survey"). The report is part of a broader study, aimed at building a database of load profiles for Electric-Drive vehicles (EDVs) based on car use profiles in six European countries (France, Germany, Italy, Poland, Spain and the United Kingdom). Data presented here refer to the mobility patterns and attitude towards the use of cars, distinguished for men and women. During the study, 600 car drivers in the six Member States were asked to provide **travel diaries** and respond to an online questionnaire. The result is a detailed and extensive database, which can be used for some ad-hoc extrapolations.

per day, but travel shorter distances than men and spend a smaller amount of time per day on travel. **Cars are a "male"** means of transport as higher levels of usage are registered among the masculine segment of the population. An important value provided by the survey is the **availability of a detailed database of individual weekly driving behaviours for six countries** (with data collected by applying the same methodology and definitions for all the six countries). Using this database a number of different questions can be addressed: **differences across genders, differences between countries, relevance of trip chains by purpose** and so on. The survey provides reasonable **driving profiles** for estimating future charging profiles of electric vehicles and many other indications on how people use their car, and it can also be an example for a methodological approach to be followed when developing similar surveys in other contexts.

The survey confirms that in almost all countries **women generally perform the highest number of trips**

	Average number of trips per day		Average trip distances (km)		Car usage (day/week)		Percentage of home based trips	
	W	M	W	M	W	M	W	M
France	3.0	2.7	17	21	4.6	4.9	26%	32%
Germany	2.6	2.4	17	25	4.5	4.8	33%	35%
Italy	2.7	2.7	16	21	4.1	4.9	32%	34%
Poland	2.6	2.4	20	26	4.8	5.0	23%	29%
Spain	2.2	2.4	28	31	3.9	4.7	32%	32%
UK	2.7	2.5	13	18	4.3	4.5	29%	34%

KEY ELEMENTS FOR KNOWLEDGE SHARING

- Availability of recent statistical data on gender and transport across six different European countries
- Good example of how to draw a gender profile starting from an extensive database
- Provision of a methodological approach to develop similar surveys in other contexts



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Developing gender-tailored mobility services

Collective passenger transport clearly has the greatest potential in relation to equity and sustainability in particular in urban and metropolitan areas across Europe.

Public transport services often falls short of the quality, safety and comfort measures required by the different target groups such as women, disabled people, the elderly and children. Women are also more exposed to danger through sexual harassment.

Lack of quality refers to the inadequacy of transport services in meeting the needs of women, elderly and people with reduced mobility. In most countries, these groups use public transport more than men. Nonetheless, public transport and collective services are, unfortunately, not designed for them (i.e. they are designed for commuting to the city centre during rush hours, disregarding the needs of part-time/shift-working or non-working people).

Safety is one of the central requirements of a well-functioning collective passenger transport service from a gender perspective and it disproportionately affects women and more vulnerable users. To deal with these safety problems, tests are being conducted to allow women greater scope to alight closer to their final destination, outside normal bus stops, especially in the evening and at night. In addition, bus stops and related pathways must take account of safety needs, with proper lighting, together with adequate visibility (with the removal of bushes or physical barriers that may hamper full visibility).

The inadequacy of collective passenger transport services in meeting gender needs is also related to the low level of comfort offered to users. The design of vehicles on the one hand, and of stations and bus stops on the other, needs several improvements in order to be equally accessible to all users. Examples of such improvements are: multi-purpose compartments, with additional space reserved for strollers or wheelchairs; low-floor buses and trams for easy boarding and exiting; and barrier-free, welcoming and pleasant-to-use stations and stops with clearly visible transport information.

Three experiences implemented in different European countries in order to fulfil the target of achieving a more equal transport system in the future are presented in the following.

In Sweden, the city of Malmö (which has considerable experience in sustainable mobility thanks to its participation in the CIVITAS II SMILE project) and the city of Kalmar are making interesting attempts to fine-tune public transport services according to women's needs.

In Italy, the city of Bolzano has implemented a set of different services dedicated to women in order to satisfy their travel needs.

The third experience is related to the target-group-oriented transportation planning implemented in Berlin (a CIVITAS city too, which took part in the TELLUS project in the first edition of the initiative, CIVITAS I).



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GENDER DEVELOPMENT OF LOCAL TRANSPORT SERVICES

Implementation period:
 2011-ongoing

GENDER MAINSTREAMING IN THE PUBLIC TRANSPORT SYSTEM

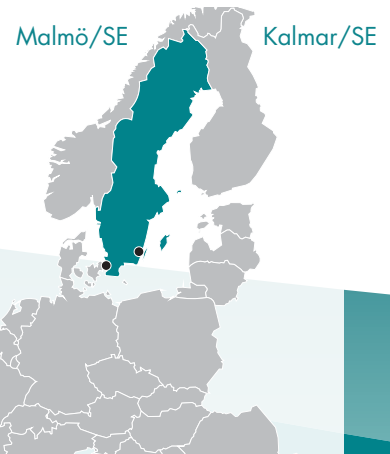
In 2002, the Swedish Ministry of Transportation stated that gender equality was one of the major goals of its transportation policy. Together with goals such as providing accessible, safe, and high-quality public transportation, regional development and safeguarding environmental resources, official policy is that the transportation system needs to be planned in accordance with the values and needs of both men and women.

The city of Malmö has decided to **gender-mainstream the process of developing the city's system of public transport**. In the autumn of 2011, the municipality began the process of integrating gender equality into the broader work to achieve sustainable transportation. The result was a series of **"dialogue meetings"** arranged with high-school students, commercial employees and representatives of various free-time activities. The city was also interested in consulting with a female-dominated workplace and chose a hospital for this purpose. The project also included **focus group discussions** with administrators and politicians about their views on gender and public transport.

Most of the users involved in the project (high-school students and hospital workers) declared that they felt unsafe

using public transportation at night. Representatives of the police confirmed this finding. Many municipalities have started to work on safety issues, taking measures such as removing bushes and shrubbery adjacent to bus stops and eliminating dark access ways, such as tunnels, to the stops. In Kalmar, night-time security has been improved by having night buses drop off passengers in-between regular bus stops ('nattstopp' = 'night stop'), which can be a way for passengers to ensure that they are getting off alone. Not surprisingly, during the project undertaken by the city of Malmö to develop a new working model for more sustainable travel where gender equality is one of the aspects to be integrated, issues of financial equality and distribution of the unpaid household and caring work have proven the most difficult for the planners to integrate when dealing with larger region commuting and work. These seem to be more complicated issues that influence safety, so there is a great potential for continuing strategic work in this direction.

Another relevant aspect emerged from travel surveys: the need to **focus on men** (both middle aged and older men) in order to convince them to start travelling more like women who have been proven to exhibit a more sustainable travel behaviour.



KEY ELEMENTS FOR KNOWLEDGE SHARING

- Make use of a participatory approach (dialogue meetings and focus group discussions)
- Surveys and research may be of great help in revealing unexpected results
- Other gender-related aspects with regard to transport demand may strongly influence the planning process (i.e. economic inequality and the division of unpaid household and care)



MOBILITY MEASURES ACCOMPANYING TIME & SCHEDULES PLAN

Implementation period:
 2005 – ongoing

WOMEN DEDICATED SERVICES FOR GENDER MOBILITY

In 2005, the City of Bolzano set up the **Time and Schedules Plan** to help citizens in the reconciliation of family time and working time. The implementation was based on an extensive consultation involving a series of stakeholders of different policy sectors.

In line with these policies, the city authority has developed a series of initiatives with a particular focus to women's travel needs.

- **"Taxi Rosa" (Pink Taxi)** – a dedicated taxi service available to all women in the evening hours and at night between 10 p.m. and 6 a.m. (with an extension, from 8 p.m. to 6 a.m., for women over 65) at discounted rates (€ 3 discount per ride);
- Women **dedicated parking areas "Parcheggi Rosa" (Pink Parking)** are reserved around the city: they are easily accessible, well lit and near exits in garages;



- Greater flexibility of times and schedules of activities which tend to be more women-related (e.g. kindergarten opening hours) in order to better distribute women's travel demands throughout the day.

The initiative shows that with relatively little economic efforts, local administrations could be able to offer tangible benefits to women and satisfy their expectations in relation to safety, providing valid alternatives to the private mode or enhancing the safety level of public options.



KEY ELEMENTS FOR KNOWLEDGE SHARING

- Integration between gender mobility, public services and urban transport plan
- Flexibility in working time
- Decisive commitment of local authorities



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TARGET-GROUP-ORIENTED LOCAL PUBLIC TRANSPORT

Implementation period:
 2009 – ongoing

THE LOCAL TRANSPORT PLAN (NVP)

The Senate Department for Urban Development of Berlin decided to **implement gender mainstreaming in the updating of the local public transport planning** (Nahverkehrsplanung / NVP) for the period 2005-2009.

A **Gender Check** was carried out in 2006 and, since then, has been carried out regularly in order to identify the gaps and the need for further action in supply and infrastructure. The aim of the survey is to answer two main questions: (i) who are the users? and (ii) what requirements do they have? In particular it emerges from the survey that the needs of specific groups of passenger (e.g. people with complex daily schedules and multi-stop trips, people with mobility restrictions, people with caring responsibilities, people who have higher safety requirements) are still not adequately taken into consideration. **Four main criteria** for better public transport planning are derived:

- **Accessibility (stops/stations/vehicles).** The catchment radius should be between 300m and 400m, according to the population density of the area, with a specific focus on social trouble spots. Accessibility is a pre-requisite for disabled people; the provision of properly designed vehicles is an impending need.



- **Ample space in vehicles.** Access to transport has to be made easier for mobility-impaired persons and persons in wheelchairs as well as those with baby carriages and children. The NVP requires that multi-purpose compartments have to be kept as part of the vehicle's use.
- **Security.** Security in public spaces and public modes of transport is one of the central quality requirements of local public transport from a gender perspective. The introduction of night buses and night taxis and coordination of actions by the police and the transportation companies are showing their beneficial effects in increasing the level of security. Progress is also needed to improve the personal perception of security by passengers. Surveys confirm that Berliners feel unsafe or uncomfortable in public transport, especially at night. The result is that some passengers avoid trips by bus at certain times of day, thus accepting limitations to their mobility right.



KEY ELEMENTS FOR KNOWLEDGE SHARING

- Gender mainstreaming is a cross-sectional issue in urban planning and has to be embedded in the urban mobility strategy
- Surveys are essential to become familiar with users' specific needs
- Do not forget to evaluate the outputs and results



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Urban mobility planning and design for meeting gender needs

In synergy with the provision of adequate transport services, conceiving convenient transport systems and mobility planning is the other fundamental pillar of the strategy for achieving gender equality in transport.

This emphasis was formally adopted with the launch in 2006 of the “Charter for equality of women and men in local life” within the framework of a project (2005-2006) supported by the European Commission through its 5th Community Action Programme for equality between men and women. The Charter was published by the Council of European Municipalities and Regions, which has been active since 1983 to promote equality between women and men in decision-making processes. Along with this process, the document “Town for equality” was published in 2006 with the aim of depicting a virtual town in which gender equality was fully achieved. These initiatives paved the way for increasing collective awareness around gender issues in planning, as well as identifying and disseminating best practices and examples in gender planning.

As far as “Mobility and Transport” is concerned, the Charter recognizes that mobility and access to means of transport are essential conditions for women and men to be able to exercise many of their rights, tasks and activities, including access to work, education, culture and essential services and provides a list of inspiring guidelines for local mobility planning, including:

- taking into account the relevant mobility needs and patterns of transport usage of women and men, respectively, including those from urban and rural communities;
- ensuring that the transport services available to citizens assist in meeting the specific as well as common needs of women and men, and in realising the real equality of women and men in local life.

Accessibility to public transport and safe options for moving around the city, are currently among the most crucial aspects in relation to gender equality in transport.

Especially in densely populated areas on the outskirts of many European cities, the public transport network and its stops are not developed enough to meet the needs of different segments of the population, frequently disregarding those of minorities. The public transport catchment area of each stop should be maintained at appropriate walking distances. The reality often is that bus stops are not located close to residential housing and gaps in transport infrastructure still represents an obstacle to accessibility to a lot of potential public transport users.

Having the perception of general discomfort and feelings of a lack of safety, vulnerable users are those who bear the brunt of low levels of accessibility and safety in the transport system. And yet, users whose needs have been neglected so far (women, the elderly and children) are those performing the highest share of trips by slow modes (i.e. walking and cycling) as has been confirmed by the body of literature and by statistics. Although attention to pedestrian pathways and cycle routes is constantly increasing, their level of adequacy is still far from satisfactory with regard to the different users’ needs.

That is why, from the perspective of gender sensitivity, it is especially desirable (i) to provide for an attractive main route network for slow traffic that provides access to the public transport network and can be used for the purposes of moving around the city and (ii) to promote a shift of priorities towards slower road users.





Smart choices for cities Gender equality and mobility: mind the gap!

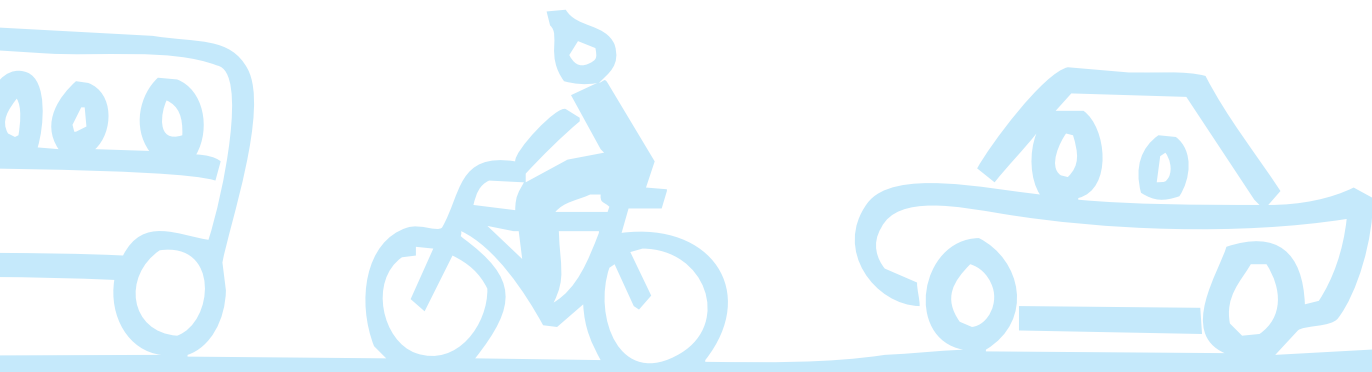
Pathways, cycle infrastructures and pedestrian zones of most cities are not safe enough. Examples include the following: too many car parking bays along inner roads and residential streets reduce the mobility of pedestrians and contribute to the deterioration of urban liveability; pavement width does often not comply with safety requirements; pedestrian zones are not extended to sensitive areas such as schools and other public facilities; street-crossings as crucial infrastructural nodes need to be safely regulated and bicycle paths (if not clearly separated from motorized traffic) are locations where severe accidents often occur; finally, the availability of parking facilities for bicycles near main urban facilities (schools, workplaces, public transport facilities) is frequently insufficient and inadequately provides for the increasing slow mobility needs of large parts of the population.

Meeting the needs of specific groups within the population is also a matter of urban planning for a city which aims to take account of and support the compatibility of family duties and paid work. The principle of a “city of short distances” is therefore applied to ensure the accessibility of key destinations near home. Noteworthy gender-planning approaches have been explored in some European cities, which act as front-runners in embedding gender mainstreaming in urban planning.

The experiences reported below are three examples of how gender mainstreaming is being embedded in the urban planning strategies of some European cities which are trailblazers in the commitment of achieving gender equality in urban and mobility planning. Vienna, Berlin and Malmö have started to gender plan their cities, although with different approaches. Results are encouraging and positive, both in the case of a wide and comprehensive urban strategy (Berlin and Vienna) and in the case of testing a pilot project as in Malmö.

Some fundamental requirements for gender urban planning are clearly emerging from these experiences:

- designing transportation services based on a gender equity principle;
- enhancing eco-modes including designing a city of short distances;
- recovering the social and residential function of city streets to allow children, women and older people move safely and independently in the public area; and
- integrating different users of public transport (women, children and the elderly) in the planning process (e.g. by involving them in decision-making).





Smart choices for cities Gender equality and mobility: mind the gap!

PUBLIC SPACE DESIGN TO PROVIDE GENDER EQUALITY IN MOBILITY

Implementation period:
 2005 – ongoing

GENDER MAINSTREAMING IN PLANNING: PUBLIC SPACE AND MOBILITY

Gender mainstreaming is implemented in the Strategy Plan for Vienna, the Urban Development Plan and sectoral programmes, master plans and urban design concepts as well as in numerous individual projects. The aim is to provide an attractive **main route network for “slow” traffic and a shift of priorities towards slower road users**. People with care-giving tasks, women, children as well as older persons and persons on lower incomes often travel on foot or with public transport, sometimes also by bicycle, and hence are especially dependent on these transport modes. Promoting these modes thus contributes essentially to **equitable mobility**. When zoning and designing streetscapes, the planning objective regarding mobility lies in **optimizing the frame conditions for pedestrian and bicycle traffic and for public transport**. Some main design principles are identified:

- **Street space allocation.** The allocation of street space should correspond to the needs of pedestrians. Traffic-calmed zones or wider pavements are provided in front of kindergartens, schools and other public institutions in order to increase safety. There is the need to reduce the volume of cars parked in public space. Adequately sized and conveniently located room for bicycles storage must also be considered



in housing design. Between 2002 and 2006, over 20 timely traffic planning interventions have been completed from a **gender-sensitive perspective** with the aim of achieving, i.e. freedom from barriers, wider pavements, pedestrian-friendly traffic lights, safe crossings and a general improvement of the subjective feeling of safety.

- **User-friendly public transport and route-optimization.** Public transport stops must be reached on foot and without physical barriers within a distance of 500 m (for underground lines) and 300 m (tram and bus). Traffic stops and station buildings must be barrier-free, welcoming and pleasant to use.
- **User-friendly route networks for pedestrians and cyclists.** A close-knit, walkable and barrier-free route network with adequate atmospheric quality must be ensured (street-crossing aids, lines of planted trees, barrier-free seats and benches must be available in public spaces as well as public toilet facilities). The cycleway network should be fine-tuned and integrated. Sufficient space for bicycle parking must be ensured especially near residential buildings and important local destinations such as public transport stops, schools, workplaces and infrastructure facilities.

KEY ELEMENTS FOR KNOWLEDGE SHARING

- An urban polycentric city allows for good accessibility on foot and by bicycle; a city of “short distances” allows for an efficient combination of daily activities
- Try to achieve an equal footing among the different means of transport, by providing high-quality public space
- Promote gender mainstreaming campaigns in order to make the term more tangible



Smart choices for cities Gender equality and mobility: mind the gap!

DEFINITION OF GENDER CRITERIA FOR MOBILITY PLANNING

Implementation period:
 2005 – ongoing

GENDER MAINSTREAMING IN URBAN DEVELOPMENT

The Senate Department for Urban Development published a handbook entitled **“Gender Mainstreaming in Urban Development”** which contains a range of **criteria and guidelines for decision-making in gender-sensitive planning at various levels**. In relation to mobility, the proposed guiding principle is that short travel distances in a compact and safe city ensure equal opportunities for the participation of people in different circumstances and of all social groups in the community’s social life. The following planning criteria are not exhaustive and need to be creatively adapted by local planners according to different contexts:

Public Transport Accessibility:

- Conveniently linked modes of transportation, **short travelling distances** and acceptable access times to the various infrastructure facilities (e.g., schools, hospitals, cemeteries);
- **Close proximity of public transportation stops to buildings/entryways** and combination with commercial usages for greater social control;
- Convenient access to the inner urban area as well as to neighbouring districts by providing a **linear and radial transportation network**;
- Good and **safe access to the public transportation network**, also **connecting**



pedestrian and bicycle pathways to out-
 laying areas and to bus or rail stops on the public
 transportation network;

- Convenient access to **well-lit and safe bus or rail stops** with good visibility and protection from the elements.

Travel Routes:

- Convenient **connection of the developed neighbourhood** (with its pathways and roads of transit, access points) **to the external road network**;
- Well laid-out main traffic routes (orientation, traffic safety);
- **Adequate and safe opportunities for street-level crossings**, e.g. with traffic lights, pedestrian crosswalks and traffic islands;
- **Safely designed pedestrian walkways** in terms of their width, course and lighting, safe crossings and orientation guide;
- Consideration of **minimal or no-barriers standards**: adequate space for moving around, avoiding differences in levels, safe surfaces and good points of orientation.

KEY ELEMENTS FOR KNOWLEDGE SHARING

- Short travel distances in a “compact and safe city” ensure equal opportunities for people
- Equal mobility opportunities are attained by optimising foot and bicycle traffic and by providing convenient access to the surrounding areas and the public transportation network as well as by designing a safe network of paths for pedestrians and cyclists



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URBAN PLANNING FOR THE BENEFIT OF GIRLS

Implementation period:
 2010 – ongoing

GENDER MAINSTREAMING IN PLANNING: PUBLIC SPACE AND MOBILITY

In 2010, the City of Malmö started a large project to develop new “socially friendly” pedestrian and cycle paths **connecting the central areas of Malmö with the socio-economically less advantaged suburb, Rosengård**. A main component of the project was to engage inhabitants through **active citizens’ dialogue** in order to provide opportunities for residents to take part in and influence their local environment.

As a part of the project, an old parking lot was to be transformed into an activity space for young people (skating, climbing and painting graffiti). But, when looking at the targeted audience for such areas, surveys showed that they are predominantly used by young men and boys. This raised the question of **who the city was making the plans for**. After some research it appeared that the leisure activities provided for youths was mostly used by young men and boys; whereas only 10-20% of the visitors were girls. When it came to sports, the patterns were similar.

It was decided that with regard to the new activity area of Rosengård an effort would be made to make it a **more gender-balanced area**. The project decided to focus on involving young women and girls from the neighbourhood since this group was often neglected, both in statistics and in the media. Other priorities were **a focus on sustainability and improvement of the participation processes to allow citizens to get involved**.

A **focus group of young women** was then established to contribute ideas on activities that could be organized in the space. The group called for more cultural activities related to music and dance rather than other physical activities. As a second step, **a group of stakeholders composed of local associations and small businesses became involved**. These groups were responsible for planning the programme of activities and also had a direct influence on the spending of the budget. The idea was to build upon the engagement mobilized through the planning processes so that activities offered in the **area would be managed**



and maintained by the users themselves (i.e. the residents in the neighbourhood).

The approach proved to be successful and, throughout the year, young people from different groups participated in the preparations and arranged various activities such as movie screenings, a festival on sustainability and a Christmas market. Moreover, the name of the space **“Rosens Red Carpet”** was the winning proposal in a competition organized in the suburb as a further way for inhabitants to take ownership of the space.

The contribution from the group of young women was acknowledged by media and generated a public debate on the **importance of including gender equality in urban planning**. When the project came to an end, the group of young women wanted to continue their work and started their own advocacy group “Engaged in Malmö” (EIM). This group continues to organize public events, helping other girls to implement their ideas and encourage citizens to participate in the urban planning of the city.

For more information about the project (information in Swedish): “Hallbarstad.se” (sustainable cities) and Malmö.se (website of the City of Malmö).

KEY ELEMENTS FOR KNOWLEDGE SHARING

- Gender requires an active questioning of the existing norms. When we think that we are planning for ‘everyone’ or ‘the general public’, this might not be true. Besides, equality and social inclusion are not concrete concepts; instead they require a continuous process of reflection
- Citizens and stakeholders involvement (advocacy groups, local associations and small businesses) play a decisive role in gender planning

http://www.charterequality.eu/exemple-de-bonnes-pratiques/urban-planning-on-girls-conditions.html?ref_id=166





Gender-sensitive perspective for urban mobility planning

Gender aspects are going to assume an increasing relevance in the processes of planning for sustainable mobility, in particular in urban areas.

Understanding transport patterns and mobility is fundamental to the development of evidence-based, gender-sensitive policies. Policies have to be designed that provide an enabling environment for both men and women to share safe, secure, accessible, reliable and sustainable mobility, and a non-discriminatory participation in transport.

As gender mainstreaming is a multi-faceted and cross-sectional theme, the adoption of an integrated approach to tackle these issues is essential.

The variety of gaps that emerge from the body of literature and from experiences can essentially be traced back to a lack of knowledge of the issues at hand and to a general inadequacy of transport infrastructures and services.



KNOWLEDGE

- DETAILED STATISTICS
- FURTHER RESEARCH
- RAISE AWARENESS
- GENDER INVOLVEMENT IN DECISION-MAKING
- GENDER IMPACT ASSESSMENT AND GENDER AUDIT CHECKLISTS



INFRASTRUCTURES

- INCREASE THE LEVEL OF SAFETY AND SECURITY
- ENHANCE THE QUALITY OF WALKING & CYCLING PATHS
- IMPROVE ACCESSIBILITY IN VEHICLES, STATIONS AND STOPS



SERVICES

- AFFORDABLE AND FLEXIBLE FARES FOR MULTI-TRIPS
- ADEQUATE TIMETABLES FOR NON-RUSH-HOUR TRIPS
- PROMOTION OF DEDICATED SERVICES
- COMMUNICATION & MARKETING
- BETTER PROVISION OF TRANSPORT INFORMATION



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At all levels of government – from European to national – though mostly at local level, a clear and strong political commitment and great efforts are needed to redirect those policies and actions that prove to be unable to adequately respond to the different transport users' needs.

Over the last few years, women-friendly transport measures and gender-based surveys on mobility needs have been implemented in a number of European and non-European countries at the local and national level. On the whole, these measures concern:

- the provision of flexible services including demand-response transport (DRT⁶);
- new mobility services, such as car-pooling schemes reserved for women;
- improvements in the layout of vehicle interiors to facilitate access and provide space for strollers;
- taxi night services reserved for women, with fare discounts;
- parking facilities restricted to women.

However, the analysis of some of these practices shows that:

- there is still a large information gap in relation to women mobility needs;
- the measures implemented at the local level are usually pilot projects which present implementation and sustainability problems due to the lack of dedicated public funds, especially in periods of budget constraints and cuts on welfare spending;
- addressing women mobility requires the interaction between transport and welfare policies which might increase the complexity and length of the decision-making process.

⁶ DRT (Demand response transport) or dial a ride or flexible transport services are advanced user-oriented forms of public transport characterized by flexible routing and scheduling of small /medium vehicles



Gender-sensitive mobility measures – some examples

Improving accessibility and safety of public transport stops and vehicles

- Safe, accessible and well-lit bus stops
- Equipping stops with communication devices for guard services
- In-vehicle seats reserved for women near the driver
- Provide underpasses and transit places (metro) with mirrors or other devices in order to eliminate the “blind spots”(to see and to be seen)
- Provide stations with lifts
- Provide areas where children can be cared for in railway stations



Adapt the interiors of public transport vehicles to the needs of women

- Low-floor vehicles that reduce the gap between the ground and the vehicle
- Interior with adequate space for transporting strollers, shopping carts, etc.
- Facilitate access to the underground and trains (steps)



Smart choices for cities Gender equality and mobility: mind the gap!

Pink parking, well-lit and easy to access

- To pay attention to the accessibility and security of women
- Enable women to use the parking nearest to the exits, checkout etc.
- In Germany, placing well-lit 'women's parking sections' near stairs and elevators has long been a common strategy to prevent opportunities for rape and assault and improve women's safety and security in multi-story parking structures. Previous 'women-only' spaces near store entrances, however, have in many instances been replaced with gender neutral 'family parking' spaces, although these signs are still visually biased towards traditional family models



Pink taxi

- To provide safe conditions for women in the evening and at night (e.g. after 10 p.m.) when the public transport service becomes less frequent or often non-existent
- Discounted fares

Pink fares for mobility services

- Discounted fares for car sharing at night
- Day pass for multiple trips for women





Smart choices for cities Gender equality and mobility: mind the gap!

Policy recommendations for urban mobility planning

On the basis of the assessment of transport policies and examples of good practice, the following recommendations can be formulated to enhance the capacity of urban mobility planning to respond to the mobility needs of women and men in a sustainable way:

- **Improving gender-based statistical data and research:** to better understand gender differences in mobility patterns;
- **Supporting women's participation in decision-making:** taking into account women's needs means that women must be able to express them. Therefore it is essential to involve women in consultation, transport planning and decision-making processes. In this respect, two instruments could be promoted: Gender Impact Assessment procedures (GIAs) and Gender Audit Checklists;
- **Improving accessibility, safety and comfort of transportation modes:** as women walk and use public transportation more than men, the existence of pathways in cities, as well as safe pedestrian crossings, is very important for both safety and comfort. Bus stops and the paths leading to bus stops must also take account of women's needs, and in particular accessibility to transportation vehicles and safety.

As for **accessibility**, the design of transport facilities is very important: women often have children or elderly/disabled people with them and are often burdened with bags and packs. Access to buses and trains must be facilitated by providing sufficiently wide doors and by avoiding steps, besides providing adequate seating and space for small children, the disabled and the elderly.

Safety and security in public transport are also crucial issues which disproportionately affect women. To take account of safety problems, women should be allowed to exit public transportation closer to their final destination, even if outside the normal bus stops, in the evening and at night. The provision of adequate lighting is also especially important in this respect. Awareness campaigns aimed at both bus drivers and passengers should be promoted to improve women's safety. The question of safety also arises with regard to the design of car parks.
- **Improving service provision:** whereas public transport services (public or private public transport as well as taxis, etc.) are, in most cases, designed for travel towards the city centre during rush hours, women also need transport services in their local neighbourhood outside rush hours, which will allow them to make short but linked journeys.



Conclusions

Women's travel patterns differ from men's in many ways. Women are likely to travel shorter distances than men, are more likely to use public transportation, engage in more non-work travel outside rush hours and make more multi-stop journeys, run household errands and escort other passengers (usually kids or dependent elderly persons).

In both the international body of literature and transport planning, the gender dimension in mobility patterns and sustainability has received relatively little attention so far even though gender is considered, together with age and income, to be a significant factor in accounting for differences in mobility behaviour, with women recognized as being more likely to adopt sustainable travel behaviours than men. Furthermore, according to some studies, women are more likely than men to support or accept sustainability and green economy policies. They appear to be more sensitive to environmental risks and more prepared to make the behavioural changes required to sustain significant climate change mitigation and adaptation policies.

The scant attention paid to gender differences is in part due to the lack of gender-differentiated statistics, which make it hard to understand gender differences in reasons for making journeys, journey frequency, distance travelled, mobility related problems in accessing services and employment.

According to most studies, gender differences in travel patterns are mainly accounted for by the division of roles in the labour market and in the family, which affects women's employment conditions, income levels and mobility needs. The availability of public transportation outside rush hours, the physical and financial accessibility of transport facilities for women accompanied by children or disabled persons, as well as safety conditions are the main aspects to be considered in designing women-friendly transport systems.

The evolution of household and parental models, new developments in the labour market with the spread of new forms of work and increased labour market participation on the part of women as well as population ageing and new technologies are likely to increase the variety of mobility patterns and call for appropriate transport policies able to combine attention to sustainability with consideration of gender- and age-specific mobility needs.

As women appear to be more environment-friendly than men and as women's mobility patterns seem to be closely related to empowerment, access to opportunities and independence, the adoption of a gender perspective in urban mobility policies is particularly relevant both for reducing gender economic and social inequalities and for supporting more environment-friendly development.



Smart choices for cities Gender equality and mobility: mind the gap!

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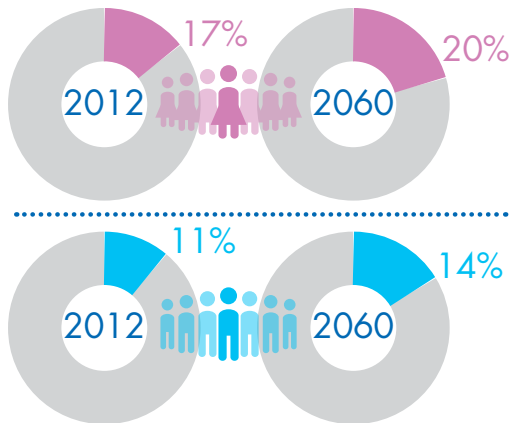


Gender equality and mobility: mind the gap!

Factors and trends affecting gender differences in mobility

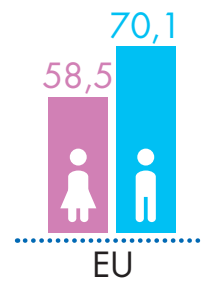
Demographic trends

Population aged 60 or over (%) in EU-27

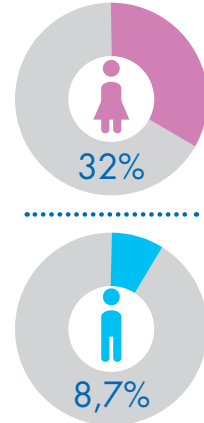


Labour market

Employment rates (age 15-64, %)



Part-time employment (%)



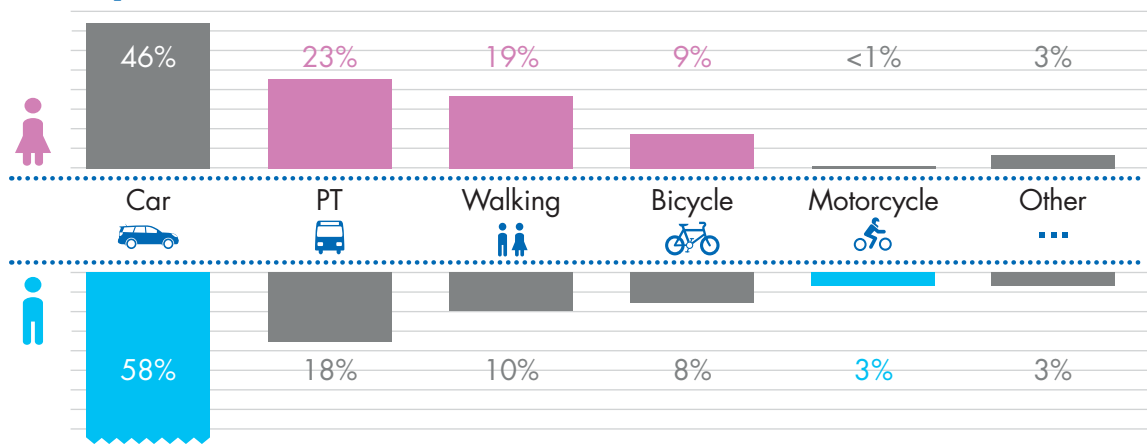
Difference between male and female earnings (%)

16,2%

Gender differences in travel patterns

Transport modes

Gender differences by modal split in the EU-27 (%)

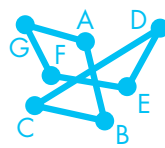


Trip purposes

Trip purpose by gender



Mobility patterns of women



scattered origins and destinations

outside rush hours

shorter travel distances

KM

not alone



Smart choices for cities
Gender equality and mobility: mind the gap!

Gaps to be filled in an integrated approach

1 KNOWLEDGE

Detailed statistics
 Further research
 Raise awareness
Gender involvement in decision-making
 Gender Impact Assessment
 Gender Audit Checklist

2 INFRASTRUCTURES

Increase the level of safety and security
 Enhancing the quality of walking & cycling paths
 Improving accessibility in vehicles, stations and stops

3 SERVICES

Affordable and flexible fares for multi-trips
 Adequate timetables for non-rush hour trips
 Promotion of dedicated services
Communication & marketing
 Better provision of transport information

Gender-sensitive perspective for urban mobility planning

Policy recommendations



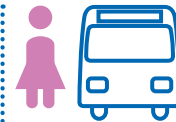
Improving gender based statistical data and research



Supporting women's participation in decision-making

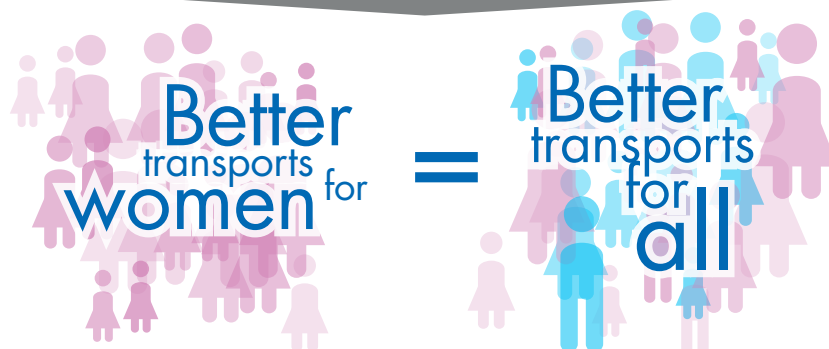


Improving accessibility, safety and comfort in transportation modes



Improving service provision

In conclusion



- Smart choices for cities
- Gender equality
- and mobility:
- mind the gap!

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Cleaner and better transport in cities

POLICY NOTE

