

# Mobility for all?

Integrating Gender Perspectives in SUMP and  
NUMPs

## Training Developed By



### Donors:



In collaboration with

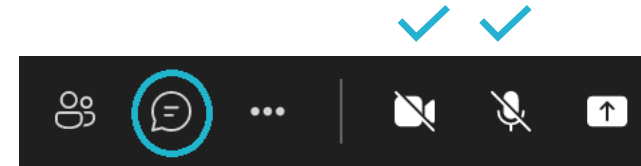


Learn more about the MobiliseYourCity Partnership and our replicable training offers: [www.mobiliseyourcity.net](http://www.mobiliseyourcity.net)

# Some General Notes on this session



Make sure you are muted and your camera is turned off



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



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

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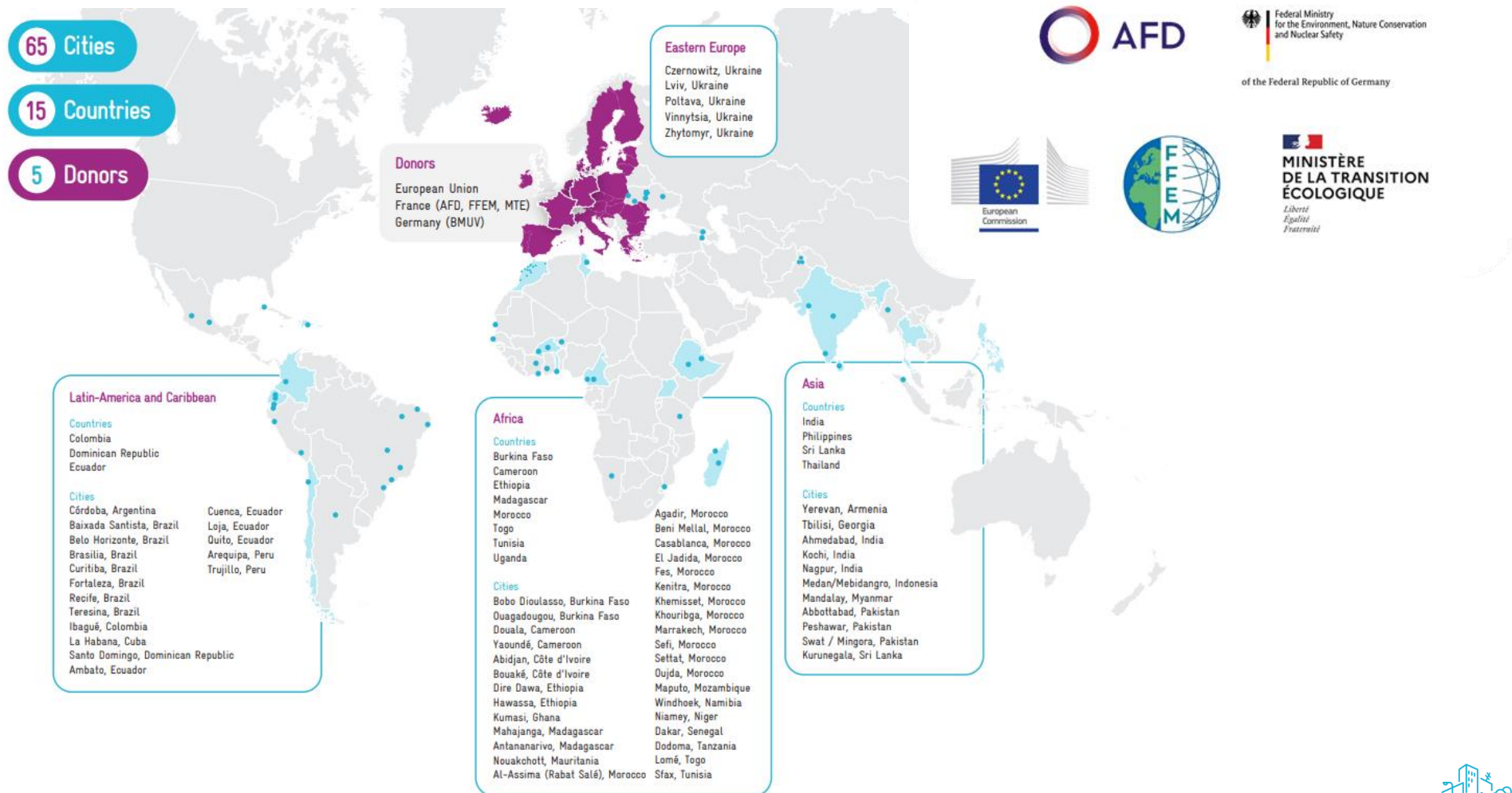
4 Group Exercise

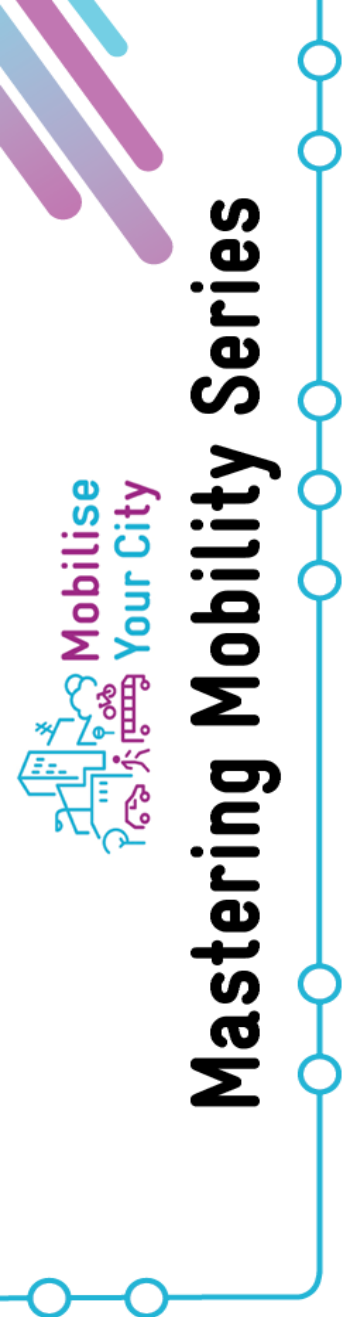
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# MobiliseYourCity - a truly global Partnership with members on 4 continents





# Mastering Mobility Series

## Objectives of the training

- Understand the weight of gender for mobility
- Discover ways of integrating gender step by step along the planning cycle for SUMP and NUMPs
- Reflect on lessons learned from other cities
- Take away new resources and inspiration for your context

# Speakers

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Person 1



Person 2



Person 3



Person 4

# Introduction to gender: what is it and why does it matter?

Definition of Gender

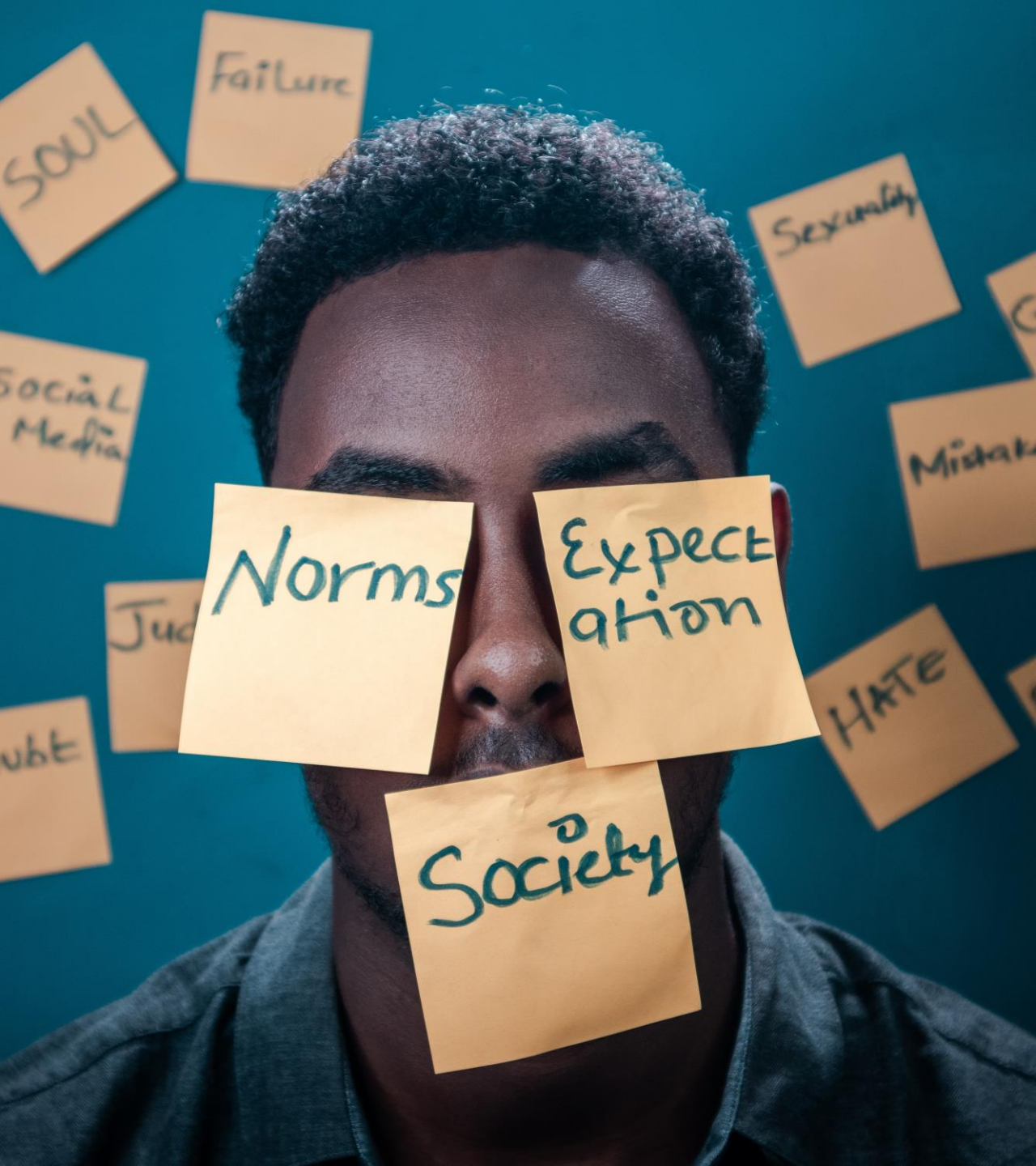
How does gender shape mobility?

Why include gender in mobility planning?

# Mentimeter Poll

Which words do you associate with the status quo of gender and mobility?





# Gender is a construct shaping social relations

## Gender is...

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

# How gender shapes mobility

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

- Women's **Access** to travel modes is limited
- Women's **travel patterns** are more complex than those of men
- **Mode choice** (and energy consumption) differ
- Effects of **other factors of inequality** intersect with gender
- Vice versa: transport systems have **gendered impacts**

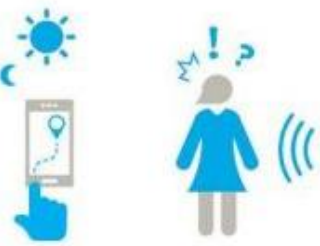
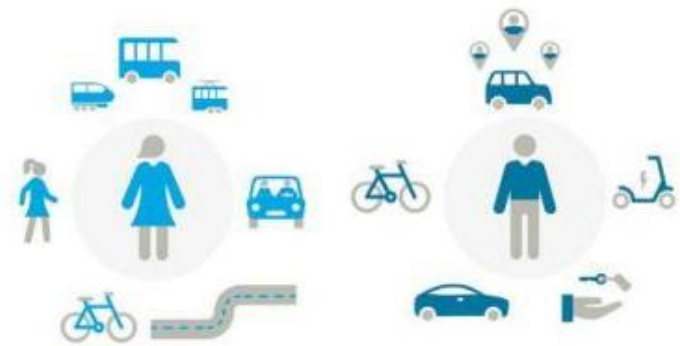
It's about more than travel patterns and travel patterns are not without cause





### GENDER DIFFERENCES IN MODES

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



### GENDER DIFFERENCES IN EXPERIENCE

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

### GENDER DIFFERENCES IN TRIPS

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



# Travel Behavior

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

## Women tend to take more trips

- for purposes outside of paid work
- Traveling shorter distances
- Using taxis or public transport
- As a passenger in a car
- walking

## Men tend to take more trips

- To and from work
- Traveling longer distances
- Using cars
- Cycling

# Representation

Ø 17% women in transport-related industries across 46 countries



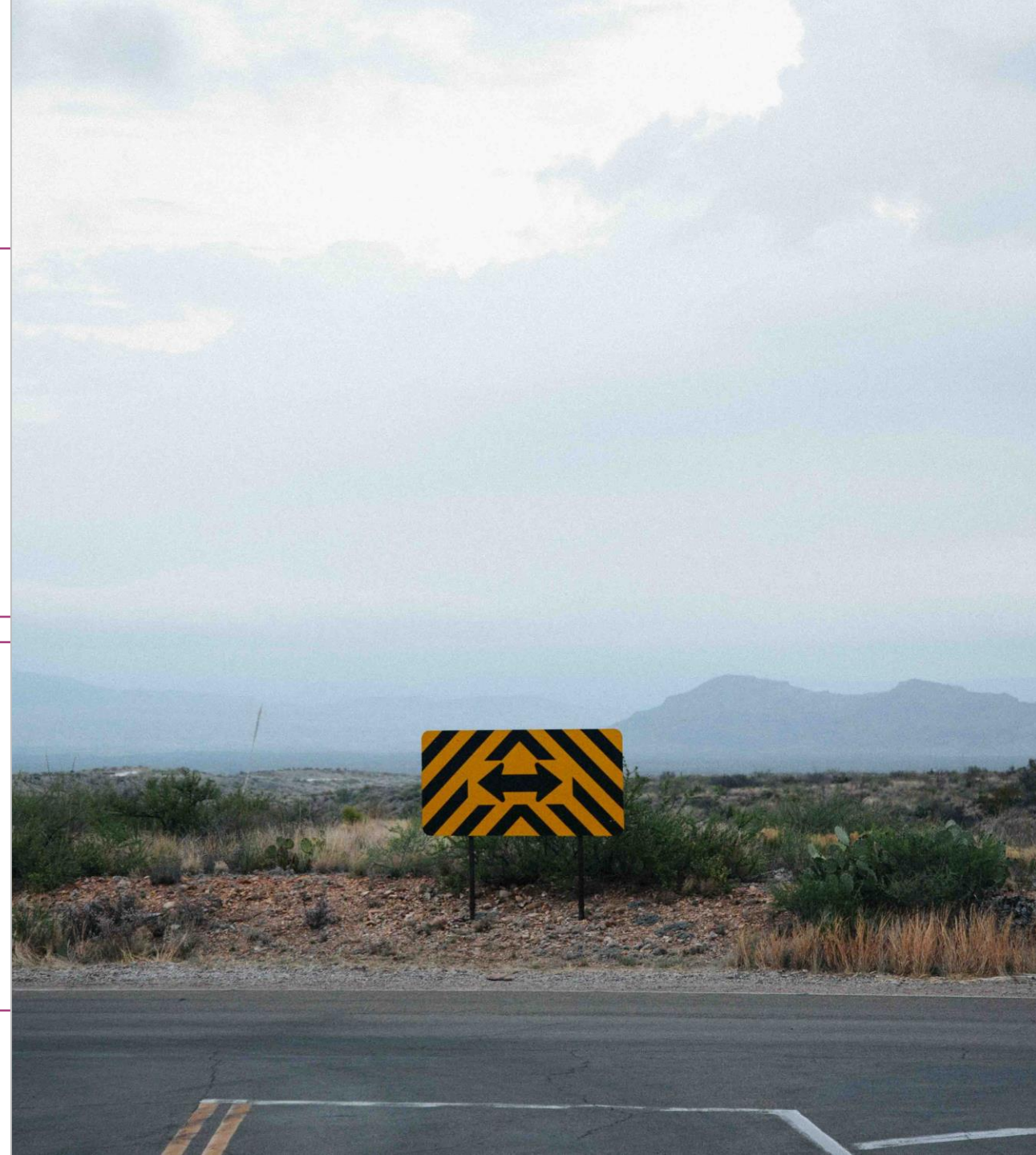
Highest ranking jobs dominated by men  
lack of diversity especially in decision-making  
Historic imbalance creates gender-based barriers

## Ensuring gender diversity

benefits societies, economies, the environment and enterprises

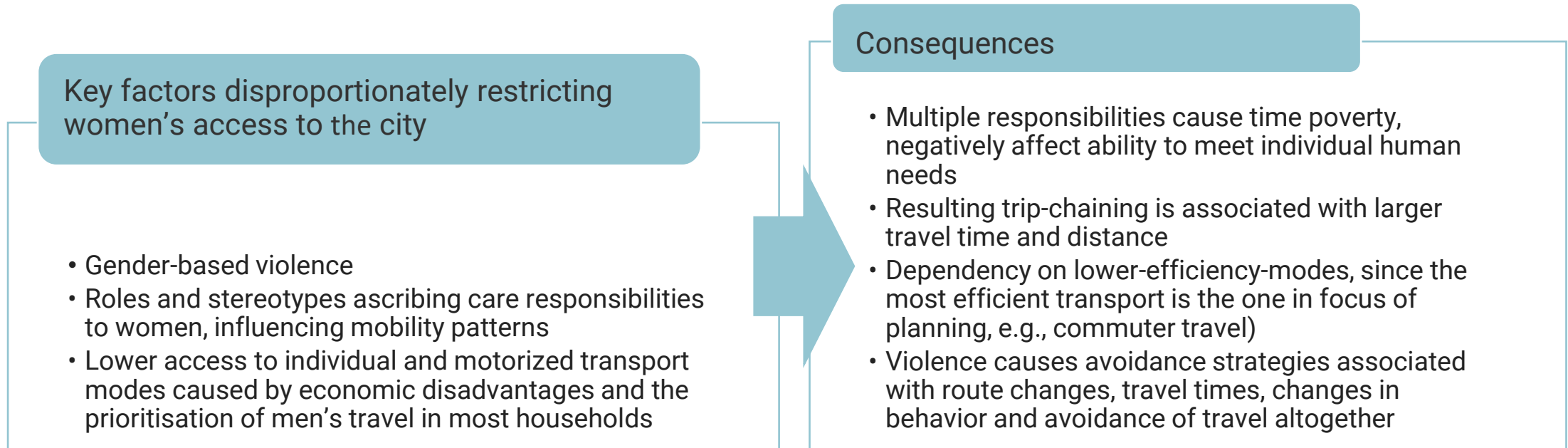


Addresses discrimination based on human rights and rights at work  
Can benefit poverty reduction



# Consequences of gendered barriers

## Example: Latin America



“Restricted access to the city’s opportunities due to the transport system **can exacerbate the urban poverty of women**, and has serious consequences for their accumulation of human and financial capital, and consequently their **autonomy and quality of life**” (p. 26)

# Why include gender in mobility planning?

- **Breaking up the (technocratic) male bias**
- **Providing access to common goods and opportunities**
- **Recognizing international policies and rights**
- **A tool for more effective sustainable transport planning**
- **Benefits for all**



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

# Mentimeter Poll - Results

Which words do you associate with the status quo of gender and mobility?



# Integrating gender perspectives into SUMP and NUMP planning

General Plan

Phase 1: Preparation and Analysis

Phase 2: Vision, Goal Setting and Scenario Building

Phase 3: Measure Planning

Phase 4: Implementation and Monitoring

# Mentimeter Poll

Which words do you associate with successful gender-responsive mobility planning?



# General plan

- Manage implementation
- Monitor, adapt and communicate
- Review and learn lessons

4  
Implementation and  
monitoring

- Set up working structures
- Determine planning framework
- Analyse mobility situation

Preparation and analysis 1

3 Measure planning

- Develop actions according to objectives and ambitions
- Agree actions and responsibilities
- Prepare for adoption and financing

2  
Vision, goal setting and  
scenario building

- Build and jointly assess scenarios
- Develop vision and objectives with stakeholders

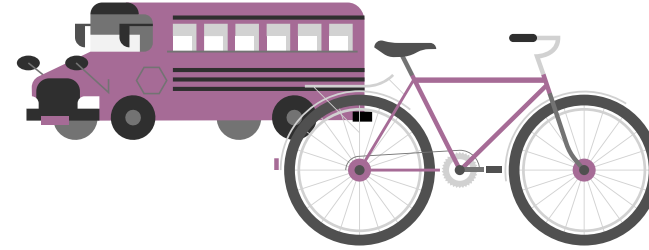
# Phase 1: Preparation and Analysis

Set up working structures

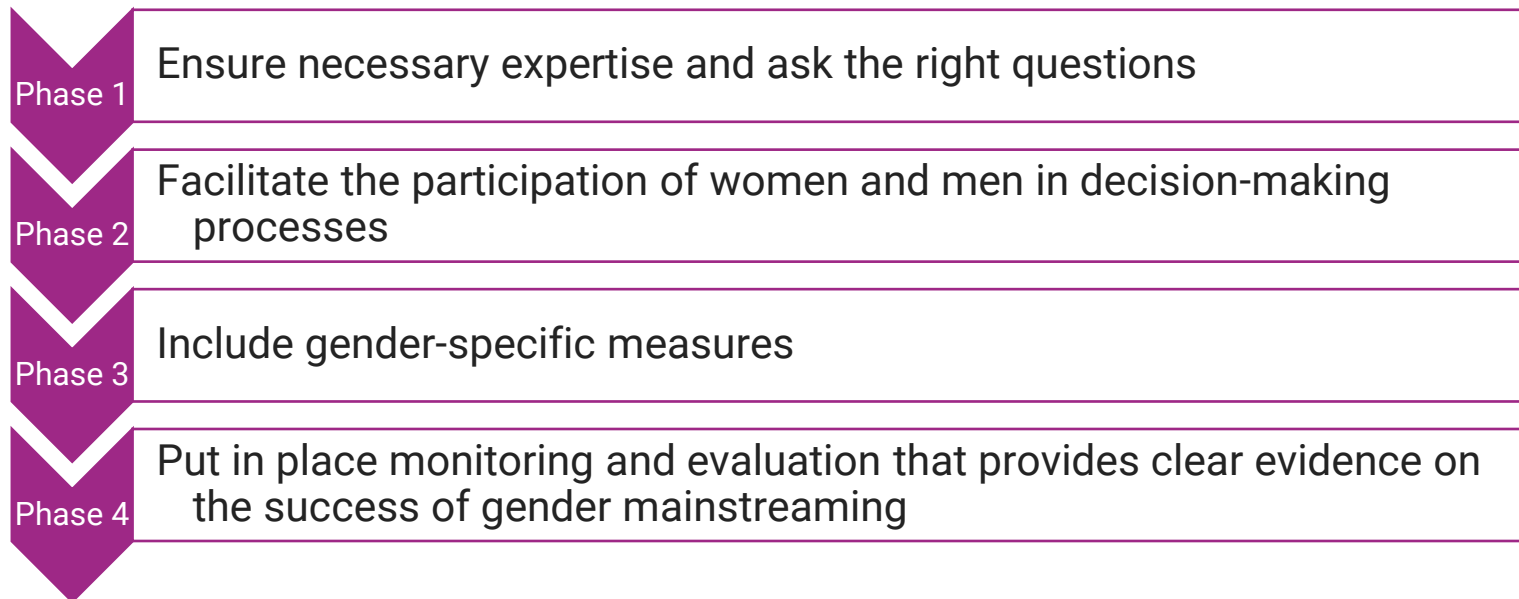
Determine planning  
framework

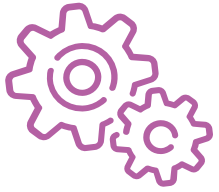
Analyse mobility situation

# Introduction



What is most important in each planning phase?





## Step 1: Set up working structures

- ✓ Assess the planning environment to ensure reflecting different realities citizens face
- ✓ Identify what is needed to ensure the necessary skills and knowledge on gender
- ✓ Creating gender balance in the chosen stakeholders
- ✓ Ensure involvement of political and public actors

**Gender expertise** may be found in NGOs, administrative staff, community groups, academia and consultants





## Cairo, Egypt

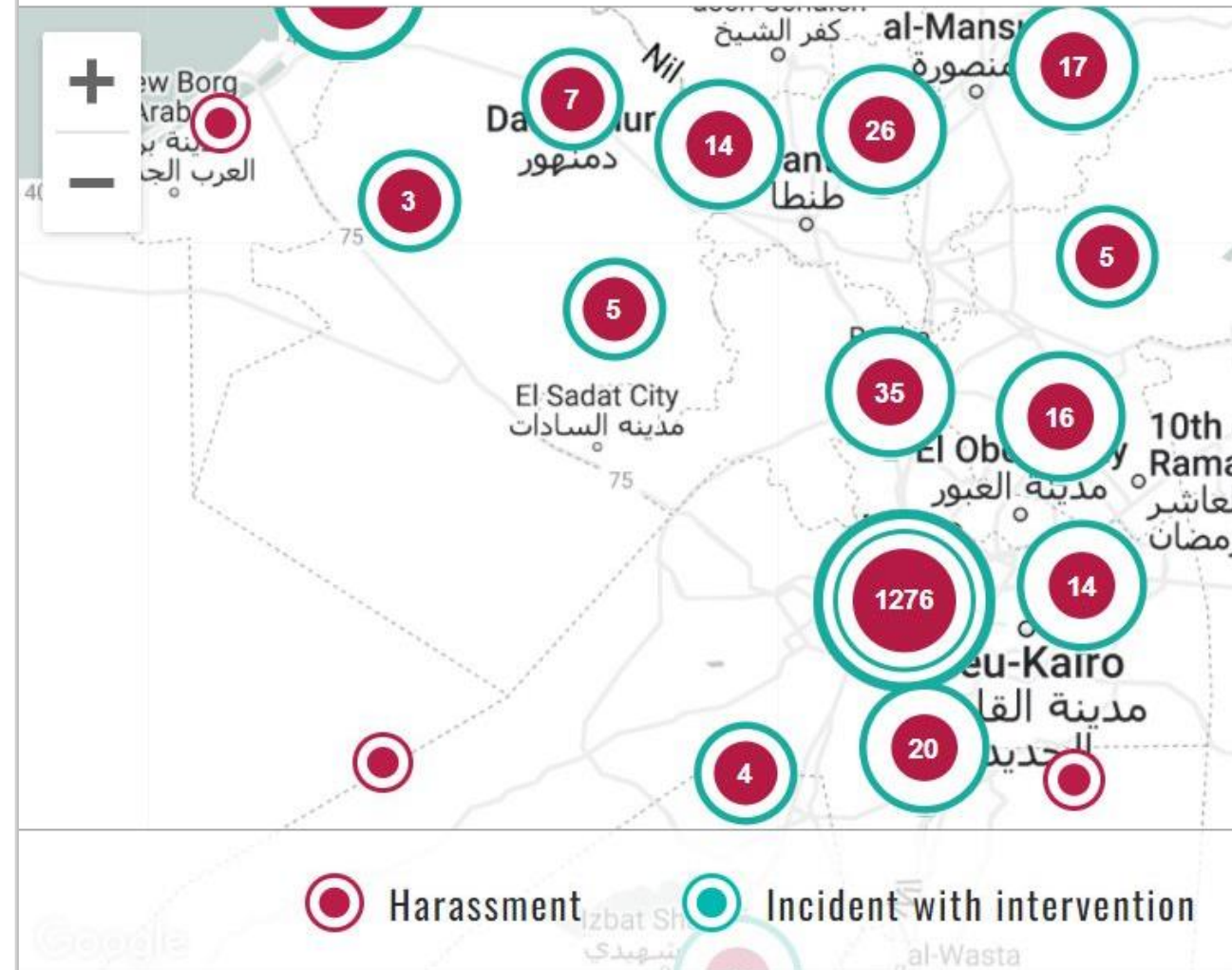
### NGOs as expert partners? Harassmap

- focus on bystander action and creating a societal environment that doesn't tolerate harassment
- partner with volunteers and shop owners to create community-based safer spaces and advocacy
- Harass map provides
  - anonymous reporting and monitoring
  - Trainings for officials, students
  - Practical advice and knowledge
  - Campaigns

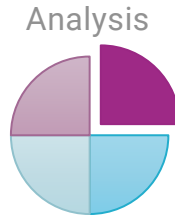


## HARASSMAP

Stop sexual harassment, together



# Step 2: Analysis



## First step: What is known and unknown?

- Are there other policies or projects targeting women being implemented?
- Are gender-differentiated survey results available?

## Collecting more precise data

- Quantitative statistics might not be sufficient
- Include demographic data, qualitative data
- Trip purposes related to care work, and for active mobility

### Example

In Georgia, a large study was conducted using door-to-door interviews (814) in combination with focus group meetings





# Step 3: Gender analysis step by step



- **Collect information**
- **Identify inequalities and causes**
- **Consult with target group**
- **Drawing conclusions**



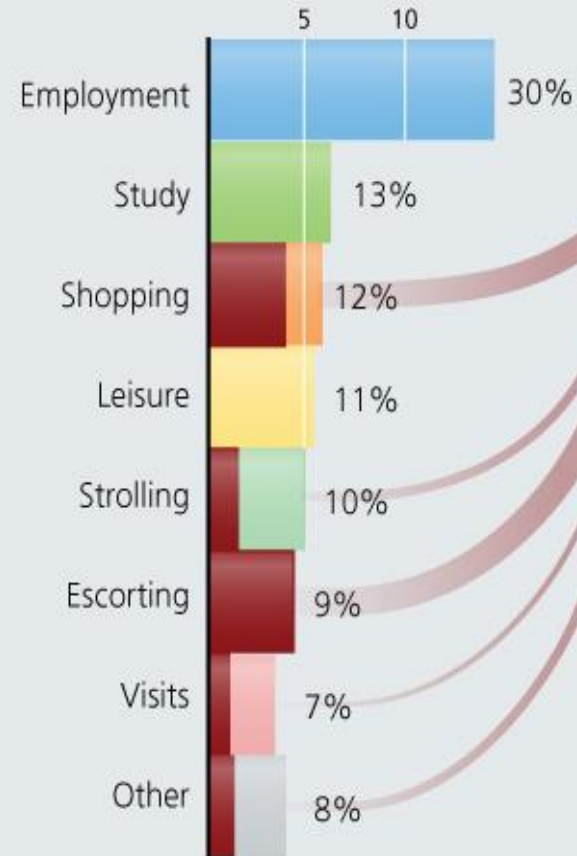


## Rethinking Data: Mobility of care

- Women spend more time on **care work** on average than men
- Considering this category is key for equitable transport services
- Conceptualizes and reveals otherwise **hidden patterns**
- Creating a **dedicated category** shows relevance
- Supporting measures

### Public Transportation Trips by Purpose 2006-2007, Spain

Data As Traditionally Collected



#### Care-related Trips

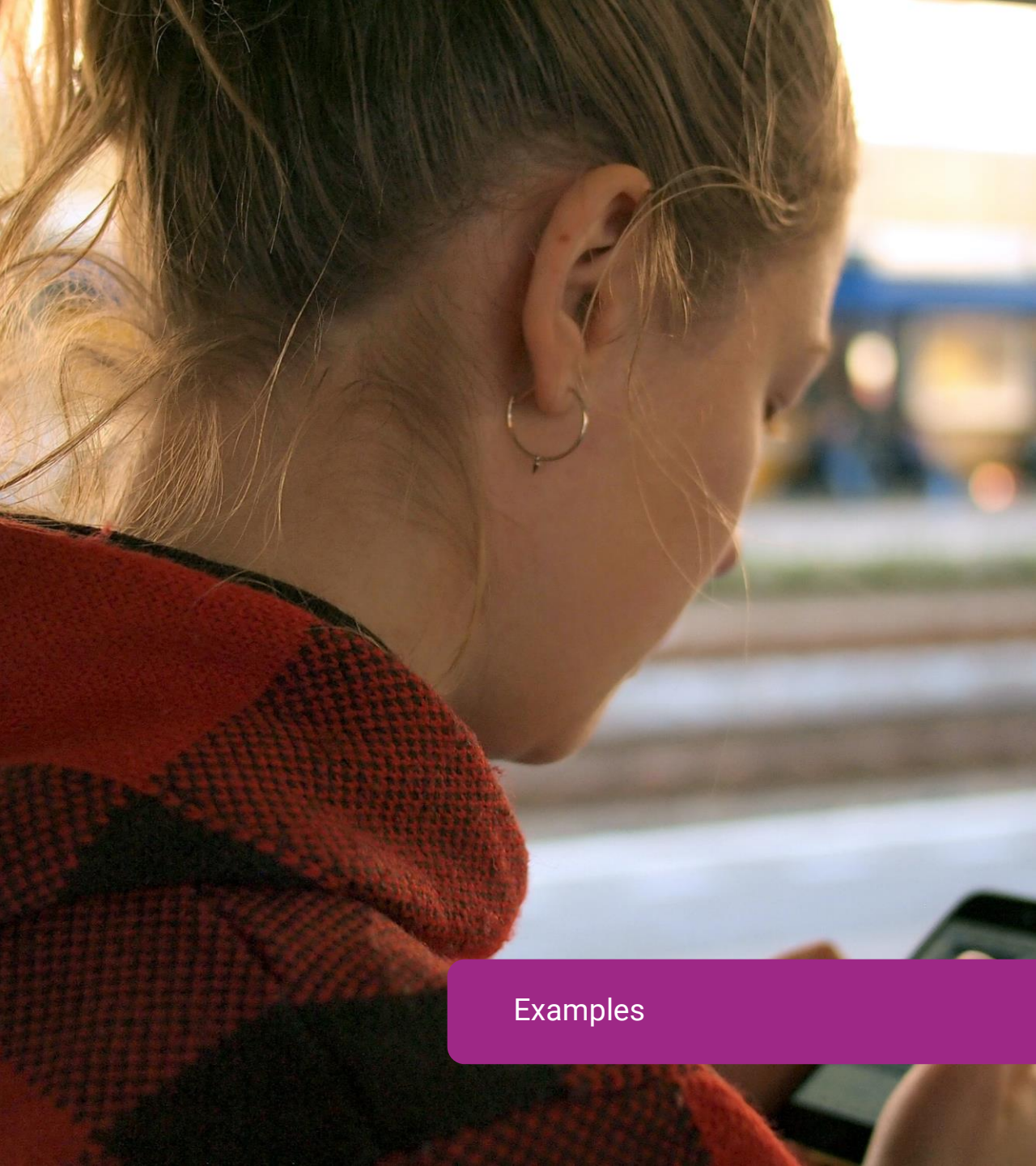
Care-related trips are concealed within several travel categories

### Rethinking language and visualisation

Data Collected Using the Concept "Mobility of Care"



When identified as a dedicated category, caring work accounts for a full quarter of all public transportation use



## Examples

Analysis



# Digital Solutions

## Delhi: Digital Ticketing

- New digital ticketing app collects gendered data
- Women receive free bus tickets but can reserve
- ~ 67% of uptake in digital ticketing by women
- City can plan better and analyze policy impacts

## Fortaleza: Safety and Security reporting

- App Nina provides easy reporting of harassment
- Traditional incident reports can be paired with machine learning
- Keyword analysis on social media can help identify problematic transit areas

# Benefits of intersectional analysis

## TRANSITEC analysis of five African cities

### → Affordability

- Women had a lower average budget for trips than men
- In Casablanca, there was a 37% difference

### → Age

- similar mobility until secondary education, gap becomes wider after the age of 55

### → Location

- Those living in peripheral areas found it difficult to combine family and work life

→ **These findings underscore the value of contextual data for understanding mobility**





# Georgia

## Interviews and focus groups

**Case study** in four regions conducted by the Public Defender of Georgia, published in 2021, first study on gender aspects of mobility in Georgia

## Methodology

Interviews, desk research, qualitative research

814 interviews with women and girls in Western and Eastern Georgia, excluding the capital

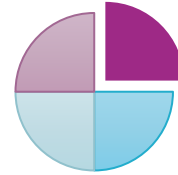
Scope of analysis: Socio-economic context, technological context, behavioral context, policy analysis



## Key takeaways

- Women are less likely to move because of their own needs than because of the needs of dependents.
- Women's mobility for education is extremely low in all regions.
- The main mobility mean for women is walking.
- Representatives of self-governing units find it difficult to see the connection between gender equality, women's needs and mobility.

Analysis



„Every day I go in at least three directions, in the morning I take [the children] to school, then to work and then for family affairs“ – Respondent N14



3.3

## Vision, goal setting and scenario building

Build and jointly assess  
scenarios

Develop a vision and  
objectives with stakeholders

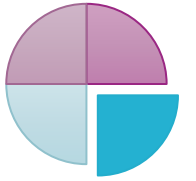




## Step 4: Build and jointly assess scenarios

→ **Ensuring equal participation of transport users**

- Involve local interest groups
- Ensure access to engagement,
- Involve women in locating routes and services
- Use qualitative methods such as safety audits and women only focus groups



# Step 5: Develop a vision and objectives with stakeholders

**Are these stakeholders included?**



## Sectors

- Government sector
- NGOs
- Private sector
- Academics and policy analysts

## Examples

- Gender focal points of ministry
- Sectoral special interest groups
- Male and female representatives
- University departments, think tanks

Consider: Which stakeholders and interest groups should be involved in creating a vision?



## Step 5: Develop a vision and objectives with stakeholders

### **Vision: City of short distances**

Reaching all daily destinations within 15 minutes of active travel

Polycentric, decentralised distribution of functions

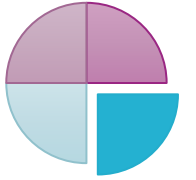
Advantageous for trip-chaining

### **Advantages: Accessibility by proximity**

improved experience of caregiving, shopping and use of services

independent mobility of children and older people



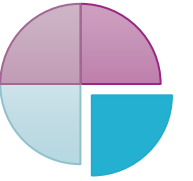


# Step 5: Develop a vision and objectives with stakeholders

## What are markers of gender-responsive objectives?

- Address the needs of different city users
- A participatory and co-creative visioning process
- Using gender-sensitive indicators
  
- Examples of strategic objectives
  - safe mobility networks;
  - interaction of public-private spheres;
  - variety of dwelling types in proximity
  - barrier-free access to natural environments

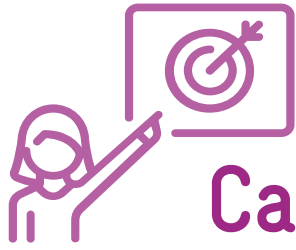
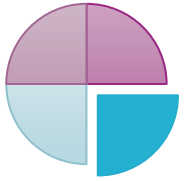




## Step 5: Develop a vision and objectives with stakeholders

→ Examples for outcome targets

- reduced average **travel time** to essential services, jobs
- increase in utilization of **health services**
- decrease in average travel time for girls and boys **from home to school**;
- increase of x% in women in **paid employment** away from the vicinity of their home;
- **gender mainstreaming** into transport-related policy, strategy, or planning procedures;
- increase of x% in women in **transport sector employment**



# Categories of Indicators



**Context** – situation for women in the urban area/environment

**Characteristics** – of the population

**Efficiency** – achievement of gender inclusivity goals

**Impact** – impact and ability to benefit from measures



## Measure Planning

Develop actions according to objectives and ambitions

Agree actions and responsibilities

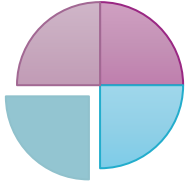
Prepare for adoption and financing

## Step 6: Develop actions

### The value of integrated transport modes

- Trip patterns of women tend to necessitate the combination of different transport modes
- Modal integration for increased inclusiveness and safety
- Availability of different modes outside of peak hours
- Consider concept of 15-minute-city





# Step 7: Agree on actions and responsibilities



- availability
- affordability
- safety
- reliability



“Isolated measures of one single type do not, in general, go very far in diminishing mobility problems.”





## Availability

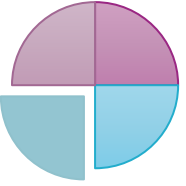


Equal accessibility of vehicles, stops and public space:

- Multi-purpose **compartments** for prams or wheelchairs
- **low-floor** buses and trams
- Stops and stations without barriers that are **pleasant to use**
- Good **visibility of information** on services







## Affordability

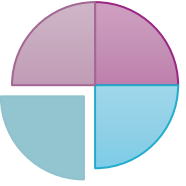
- High transport costs are greater burden on women, especially due to trip-chaining
- Reduced fares for specific groups or an **integrated fare system** can help



**Safety**



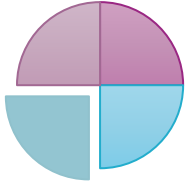
- Safety **design measures**, more staff, request stops
- Providing women the choice to arrive **closer to their destination**, especially at night



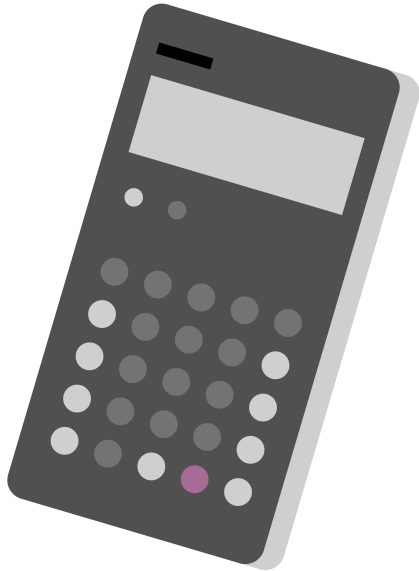
## Reliability



Ensuring **reliable** transport service options with sufficient frequency and at the required times, including off-peak hours



## Step 8: Prepare for adoption and financing



→ **Gender Budgeting: application of gender mainstreaming in the budgetary process**

Integrating gender-responsive measures into the overall SUMP budget framework

- Which **line items** are included?
- **How** are budget decisions made?
- **Who** decides or influences budget decisions, who is not included?
- What are the underlying **assumptions** guiding these decisions?

Many funding organisations in development cooperation require projects to use gender-responsive approaches



# Systematic reform process

Kerala India



Measure planning

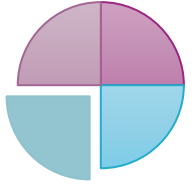


82%

respondents prefer not to travel after 7 – limiting employment opportunities

76%

would use PT if it is safer, 66% of whom have access to personal vehicles



Example

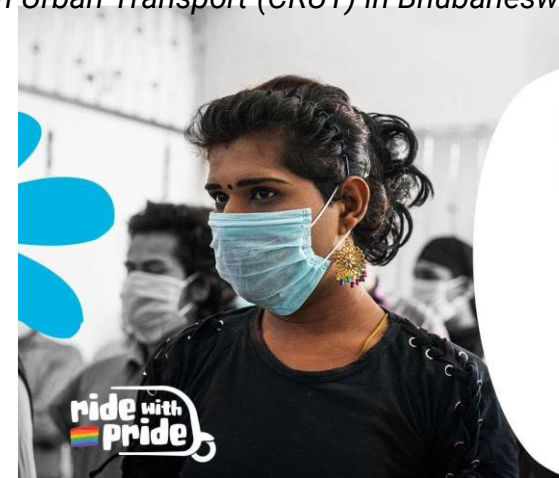
# Empowering transgender people, women, and children

## Gender-responsive measures include:

- Raising awareness on social media
- Gender sensitization trainings for employees
- EV Training programme for women and trans people to enter the workforce
- Empowerment campaign „Ride with pride“



Capital Region Urban Transport (CRUT) in Bhubaneswar, India



**We Can Do  
Anything**

**K Soumya Rao**

I have been working for the last 5 years with NGOs and other such organizations. I'm currently working as a Sub Inspector in Odisha Police. We are undergoing physical training & mental ability tests. I feel working as an E-rider will enable us to earn money & provide us dignity that can't be taken from us. I can do this very well. We all can.

## Awareness campaign Jalisco, Mexico

### Study findings

- 17.4% of respondents stopped using public transport out of fear of crime

### Initiative

- Campaign and training
- Specialized care centres
- Efforts to increase the share of women among drivers and traffic police

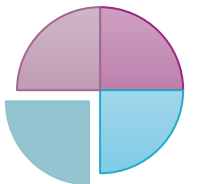
### Policy recommendations

- Infrastructure
- Service frequency
- Women's participation
- Sanctions



Campaign by UN Women and H+K  
Mexico City

Measure  
planning



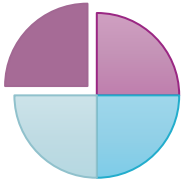
# Implementation and Monitoring

Manage implementation

Monitor, adapt and  
communicate

Review and learn lessons





## Checklist



# Step 9: Manage Implementation

→ Procurement processes are an opportunity to make demands for equity

Suggestions to integrate gender equality perspective

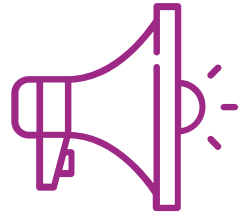
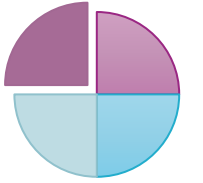
Service addresses women and men, girls and boys

Clear impact of the service on men and women

Necessity for a gender analysis

Public service based on gender-differentiated statistics

Public service connected to city's gender equality objectives



## Step 10: Monitor, Adapt and Communicate

Social and economic impact rarely documented or systematically evaluated

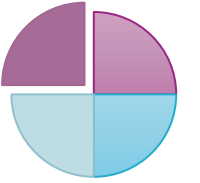
### Benefits:

- Refinement
- clarifying issues
- identifying new concepts and approaches
- redesigning measures

New tools are needed.

### Example

In Berlin, **gender committees** in five district areas are responsible for monitoring of gender mainstreaming



## Step 10: Monitor, adapt and communicate

→ Assess performance

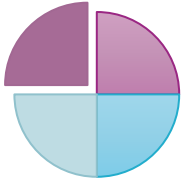
Clear performance objectives and indicators

Disaggregated, robust data

Social Impact Assessment

→ From start to finish

Gender-responsive assessment as prerequisite for appropriate performance indicators down the line



# Step 10: Monitor, adapt and communicate

## Performance indicators on the following areas

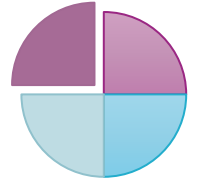
- Improved **transport opportunities** for different population groups
- Extent to which mobility **needs** are met
- Level of **involvement** in the project of men and women
- Level of involvement of interest group **stakeholders**
- **Feedback** on possible improvements of services to meet the needs of men and women

Which KPIs and gender-related data can be used for monitoring and evaluation?





implementation,  
monitoring



## Step 11: Review and learn lessons

- Avoiding single loop processes
- Considering financial costs and social benefits
- Capacity-building
- Learning curve

## Mentimeter Poll - Results

Which words do you associate with successful gender-responsive mobility planning?



# Conclusion

**From nice to have to must have**

- Gender as analytical tool
- Mobility is prime enabler of access
- Necessity for equal rights and sustainability

4

## Group Exercise



# Group Exercise

**We will form breakout groups.**

**Each group is assigned to one of the four planning phases of the SUMP/NUMP cycle for a brainstorming exercise.**

**Find the collaboration board here:**

[Gender and SUMP planning, Online Whiteboard for Visual Collaboration \(miro.com\)](#)

# Case Study 1

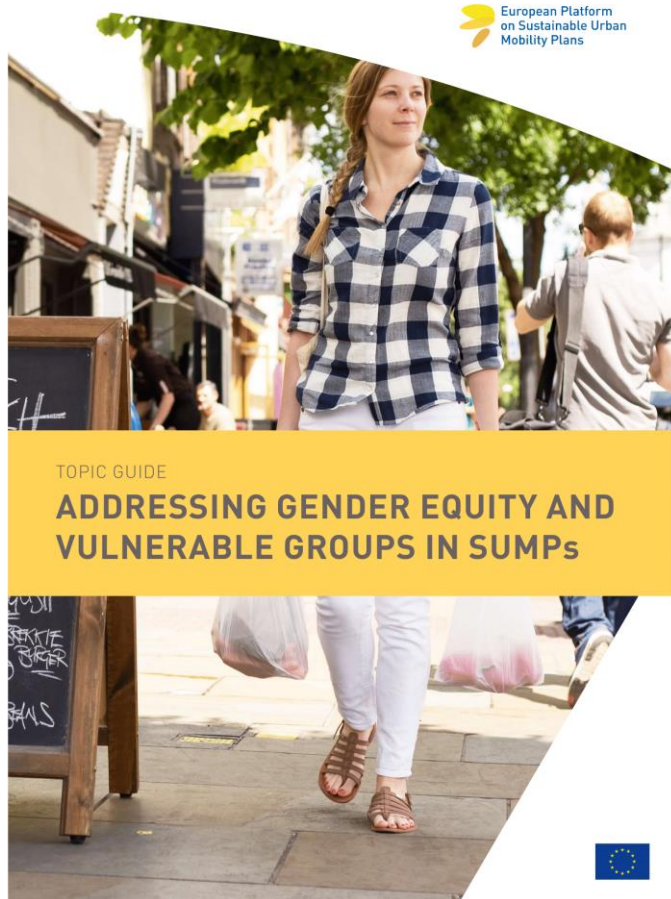
Baixada Santista, Brazil

Steps of a SUMP (MobilisYourCity)

Gender Mainstreaming in Baixada  
Santista's SUMP

Key Frameworks

# Steps of SUMP



European Platform on Sustainable Urban Mobility Plans

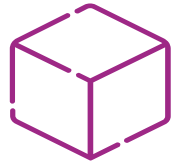
TOPIC GUIDE

## ADDRESSING GENDER EQUITY AND VULNERABLE GROUPS IN SUMPs



The SUMP Cycle. A planner's overview of the 12 steps of Sustainable Urban Mobility Planning. Source: Rupprecht Consult, Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan, Second Edition, 2019

# Actions implemented transversely in EC+ urban mobility projects



- Toolbox for gender mainstreaming



- Training: WIM Leadership Program



- Mainstream gender in EC+ Logical Framework



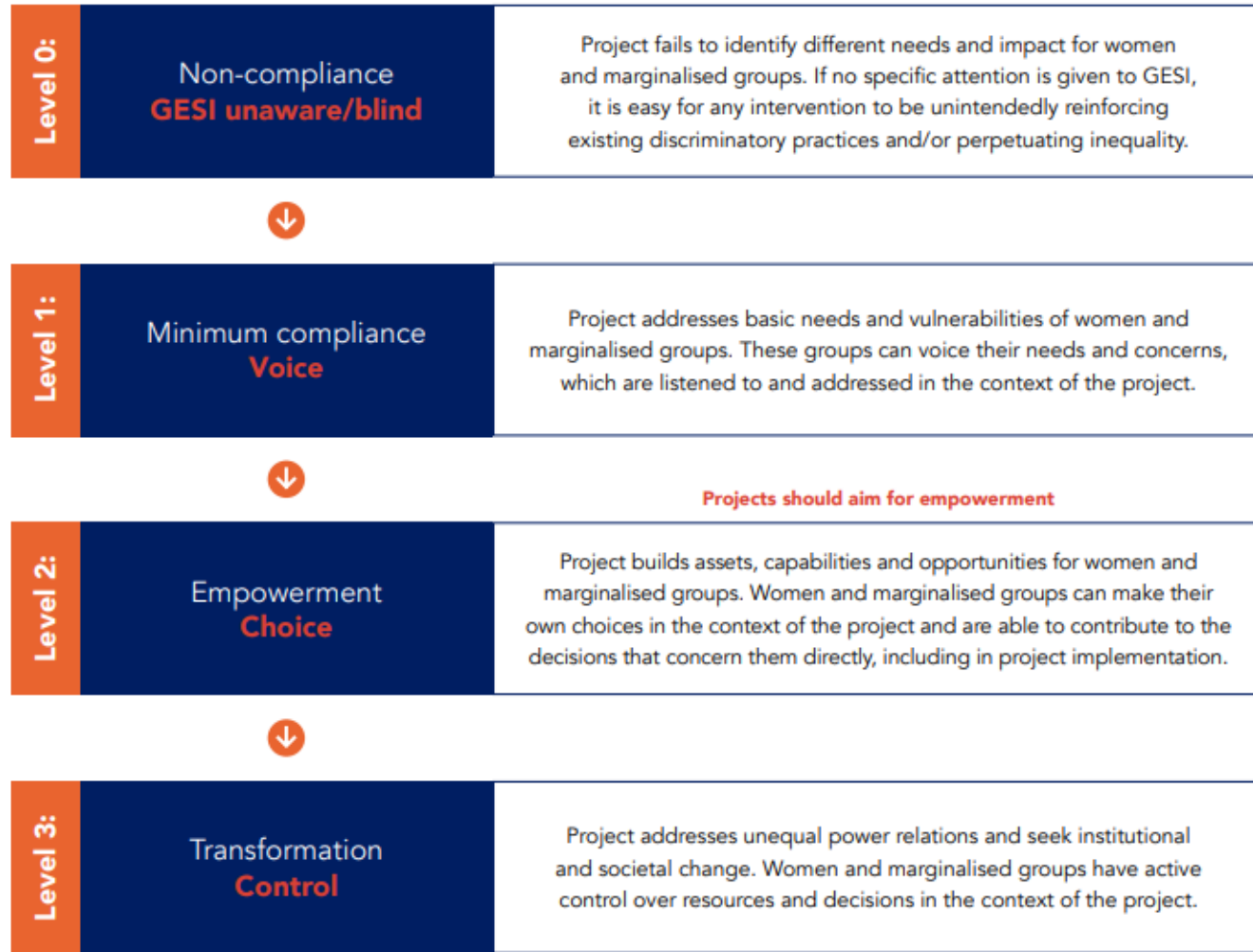
# The experience of Baixada Santista:

Definition of the ToR and selection of the consultancy	Diagnosis	Prognosis: Strategic Objectives and Scenarios	Action plan and financing	Action plan and financing	Monitoring and evaluation
<ul style="list-style-type: none"> <li>-Include requirement of an expert person in the subject</li> <li>-Include a gender component in a clear, specific and cross-cutting way</li> </ul>	<ul style="list-style-type: none"> <li>-Data collection disaggregated by gender and others</li> <li>-Qualitative data</li> <li>-Identify specific barriers for women and other vulnerable groups</li> </ul>	<ul style="list-style-type: none"> <li>-Assure gender is included</li> <li>-Carry specific gender-related workshops</li> <li>-Consider gender data in scenarios</li> </ul>	<ul style="list-style-type: none"> <li>-Develop a Gender Action Plan</li> <li>-Assure budget is assign to gender-related measures</li> </ul>	<ul style="list-style-type: none"> <li>-Implement specific activities with women</li> <li>-Involve women's organizations and champions</li> <li>-Think about communications</li> </ul>	<ul style="list-style-type: none"> <li>-Define specific indicators related to the gender approach</li> </ul>

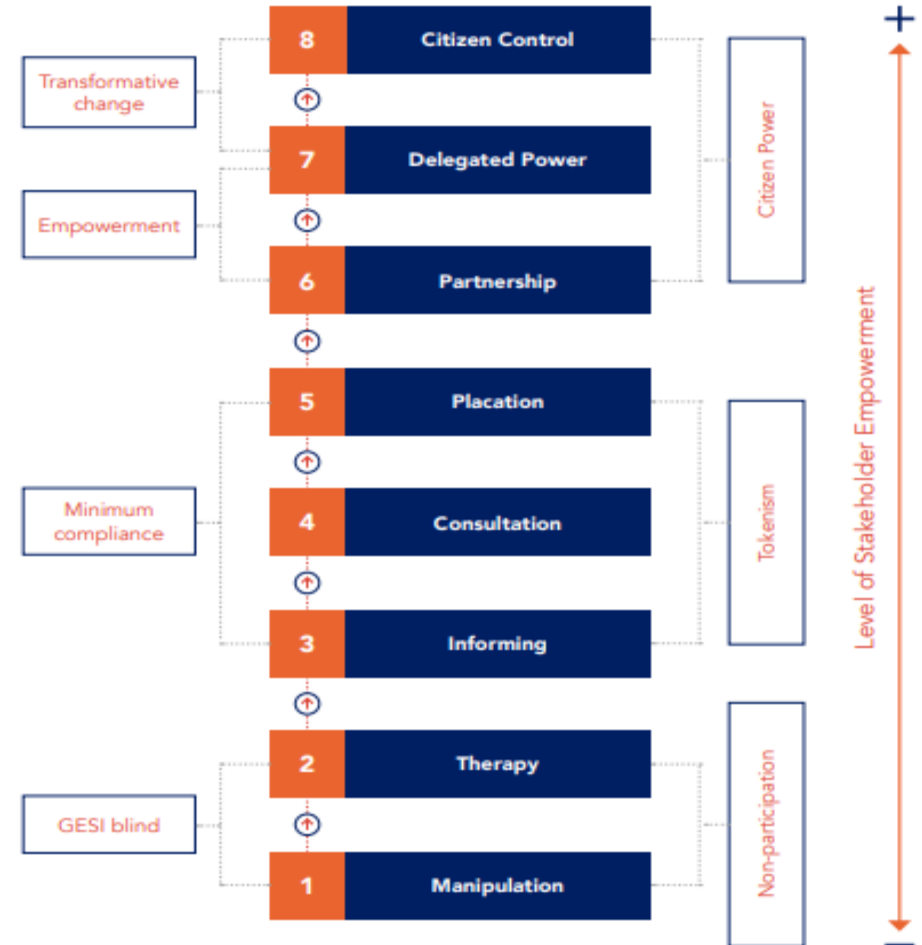
# Theoretical framework proposals

- **IDB – Transpor Gender Lab:** The main challenges of Gender and Transport:
  - Security
  - Low Representation
  - Infrastructure
  - Lack of data
- **World Bank**
  - Women as planners
  - Women as users
  - Women as drivers
- **UK PACT:** Impact measurement: 3 levels of GESI mainstreaming
- **Collectiu Punt 6:** The three autonomies
- **Levin 2019:** How to apply gender equality goals in transport and infrastructure planning
- **Despacio:** The gender approach to leave no one behind: the four areas of inclusive mobility

**Figure 1 The levels of GESI mainstreaming**



**Figure 3 The Ladder of Citizen Participation<sup>12</sup>**



# CUALIDADES DE LA MOVILIDAD CON PERSPECTIVA DE GÉNERO

Con el objetivo de integrar una perspectiva de género en los sistemas de movilidad y transporte, en esta guía se propone trabajar en la aplicación de 5 cualidades a las que debería responder la movilidad:



## 3 results to be achieved (outcomes):

- Complete and comprehensive vision of daily mobility (economic autonomy = access)
- Expand the concept of security (physical autonomy)
- Increase of women in the planning, design and management of mobility (autonomy in decision-making)



# How to apply gender equality goals in transport and infrastructure planning (Levin 2019)

**Table 5.2 Categories of gender equality goals in transport planning**

























- A. Eliminate all forms of **violence** against all women and girls
- B. Democracy and influence on **decision-making**
- C. Equal **opportunities** for good health and personal development, including **access** to culture and leisure
- D. Equal **opportunities** and conditions for education and paid work
- E. Equal distribution of **unpaid** housework and provision of care

**Table 5.1 Summary of the overarching goal “ending all forms of discrimination against all women and girls everywhere”**

2030 Agenda: 5.1. End all forms of discrimination against all women and girls everywhere
2030 Agenda: 5.c. Adopt and strengthen sound policies and enforceable legislation for the promotion of gender equality and the empowerment of all women and girls at all levels
CEMR charter: 1. Equality of women and men constitutes a fundamental right
CEMR charter: 2. To ensure the equality of women and men, multiple discrimination and disadvantage must be addressed
CEMR charter: 4. The elimination of gender stereotypes is fundamental to achieving equality of women and men
CEMR charter: 5. Integrating the gender perspective into all activities of local and regional government is necessary to advance equality of women and men
CEMR charter: 6. Properly resourced action plans and programmes are necessary tools to advance equality of women and men
EU: 5. Promoting gender equality and women’s rights across the world
Sweden: The overarching goal of the gender equality policy is that women and men are to have the same power to shape society and their own lives

The gender approach to leave no one behind



		Infraestructura	Políticas públicas y normas	Sensibilización
<b>Patrones de movilidad</b>	<b>Basadas en análisis de:</b> destinos típicos, tiempos, medios y motivos de viajes, Necesidades individuales, roles y acceso a la ciudad.	 Obra, equipamiento   Mobiliario Vehículos	 Instrumentos técnicos y normativos  Acuerdos institucionales relacionados con la movilidad activa.	 Gestión, comunicación y socialización necesarias para fomentar la movilidad activa.
<b>Participación laboral</b>	<b>Basadas en análisis de:</b> transversalización de género y la paridad de género en la fuerza laboral del sector transporte.	 Obra, equipamiento   Mobiliario Vehículos	 Instrumentos técnicos y normativos  Acuerdos institucionales relacionados con la movilidad activa.	 Gestión, comunicación y socialización necesarias para fomentar la movilidad activa.
<b>Seguridad vial</b>	<b>Basadas en análisis de:</b> causas de siniestros viales, su prevención y atención.	 Obra, equipamiento   Mobiliario Vehículos	 Instrumentos técnicos y normativos  Acuerdos institucionales relacionados con la movilidad activa.	 Gestión, comunicación y socialización necesarias para fomentar la movilidad activa.
<b>Seguridad personal</b>	<b>Basadas en análisis de:</b> prevención y actuación ante el acoso y la violencias sexual en el espacio público en el transporte.	 Obra, equipamiento   Mobiliario Vehículos	 Instrumentos técnicos y normativos  Acuerdos institucionales relacionados con la movilidad activa.	 Gestión, comunicación y socialización necesarias para fomentar la movilidad activa.

		INFRASTRUCTURE	PUBLIC POLICIES AND NORMS	AWARENESS
		Suggestions for construction work, public furniture, vehicles	Suggestions for technical instruments and norms, and institutional agreements related to active mobility	Management, communication and awareness raising actions needed to promote active mobility
MOBILITY PATTERNS	Typical destinations, duration, travel modes and motives. Individual needs, roles and access to the city			
LABOR PARTICIPATION	Gender mainstreaming and gender equity in the transportation work force			
ROAD SAFETY	Road crashes motives, its prevention and perceptions			
PERSONAL SAFETY	Prevention and action in sexual harassment cases on public spaces and transportation			



# Case Study 2

Experiences from Maputo, Mozambique

Context

Transport System

Maputo's Experience

Strategic Lines

Perspectives



Improving Mobility Systems Access and Experience for Women  
What can we learn from Maputo's example and experts

# MAPUTO EXPERIENCE

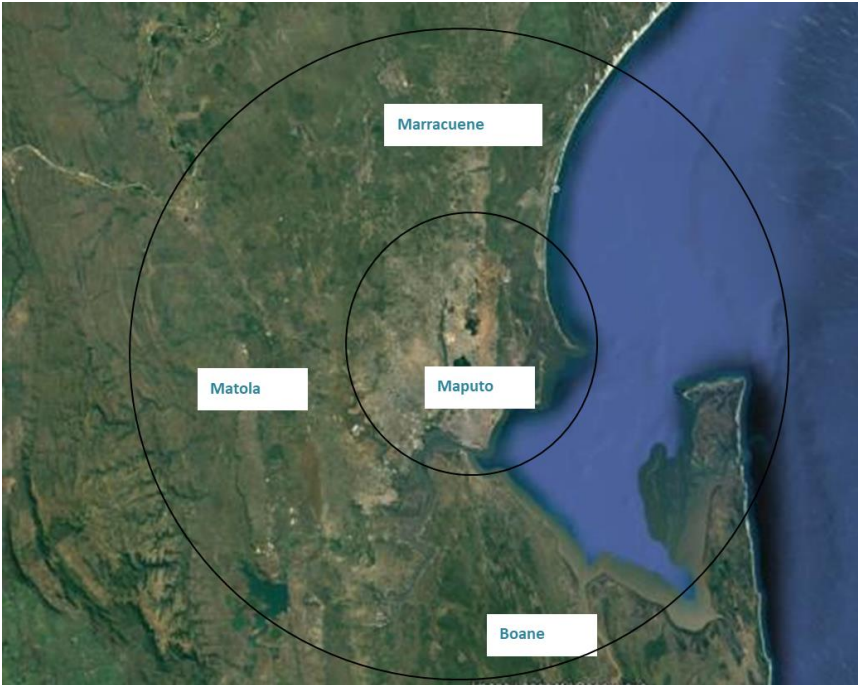
Maputo, 27 de Abril de 2022

MAPUTO EXPERIENCE

## A. Context: Mozambique

- Mozambique is located in the Southwest of the African continent, to the east, it is bathed from north to south by the Indian Ocean and is characterised by a tropical climate.
- Maputo is the country's capital and is located in the extreme south. It has an area of 346Km<sup>2</sup>,
- Estimated population of 1 088 449 inhabitants.
- It has an administrative division with seven districts, including an island and 63 districts





# A. Context: Maputo City

## Metropolitan Area

The Municipality of Maputo is the capital of Mozambique and forms part of the Metropolitan Area of Maputo with an extension of 2,206Km<sup>2</sup>, an estimated population of 2,582,219 inhabitants.



# A. Context: Maputo City

## Formal and Informal Settlements



- About 70% of the city is developed in informal settlements.
- There are 1000 km of roads where
- Paved roads = 39%
- Unpaved roads = 61%
- About 450.000 vehicles are registered in the city of Maputo, 40% of those in the country.



## B. Transport System: Collective Transport

- 1200 mini-buses with 15 and 29 seats, 17 terminals and 325 stops;
  - 948 Passenger Taxis, 120 Places;
  - 140 Merchandise Taxi, 4 Plazas;
  - 120 Moto-taxis, 09 Plazas;
  - 94 School Transportation;
- 420 - 80-seat buses, cooperatives and public companies.
  - 2 Maritime transport vessels;
  - Passenger Train (CFM - public company, Metro-Bus - private and personalized operator).



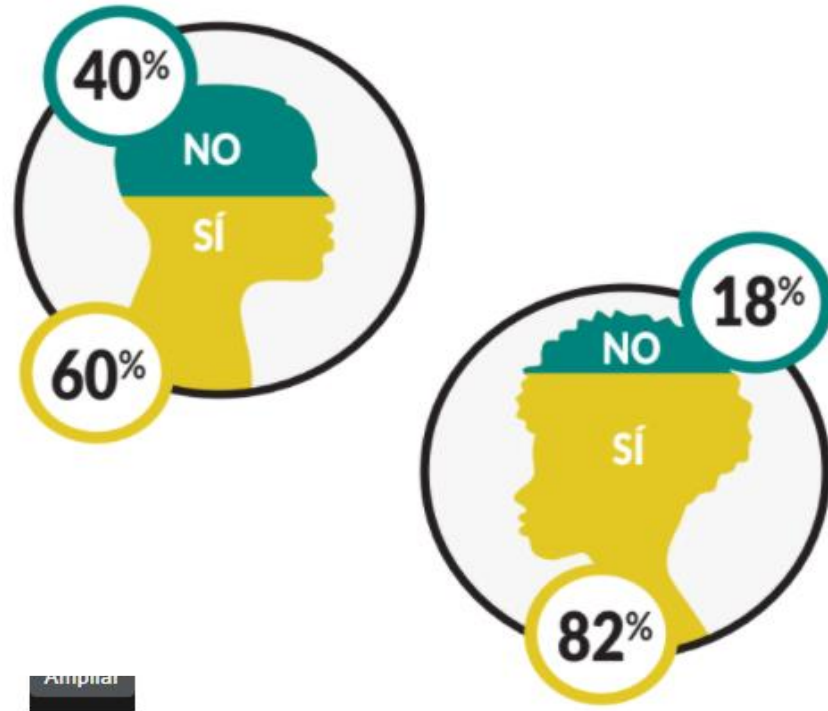
## B. Challenges

- Lack of means of transport;
- Overcrowding of vehicles;
- Long queues;
- Irregular parking;
- Degraded infrastructure;
- Exclusion of people with reduced mobility;
- Poor transport and route management.



## B. Challenges

- Some neighborhoods lack of collective transport;
- Spaces without visibility;
- Streets without night lighting;
- Unsafe crossings;
- Narrow walkways;
- Cars invade walkways;

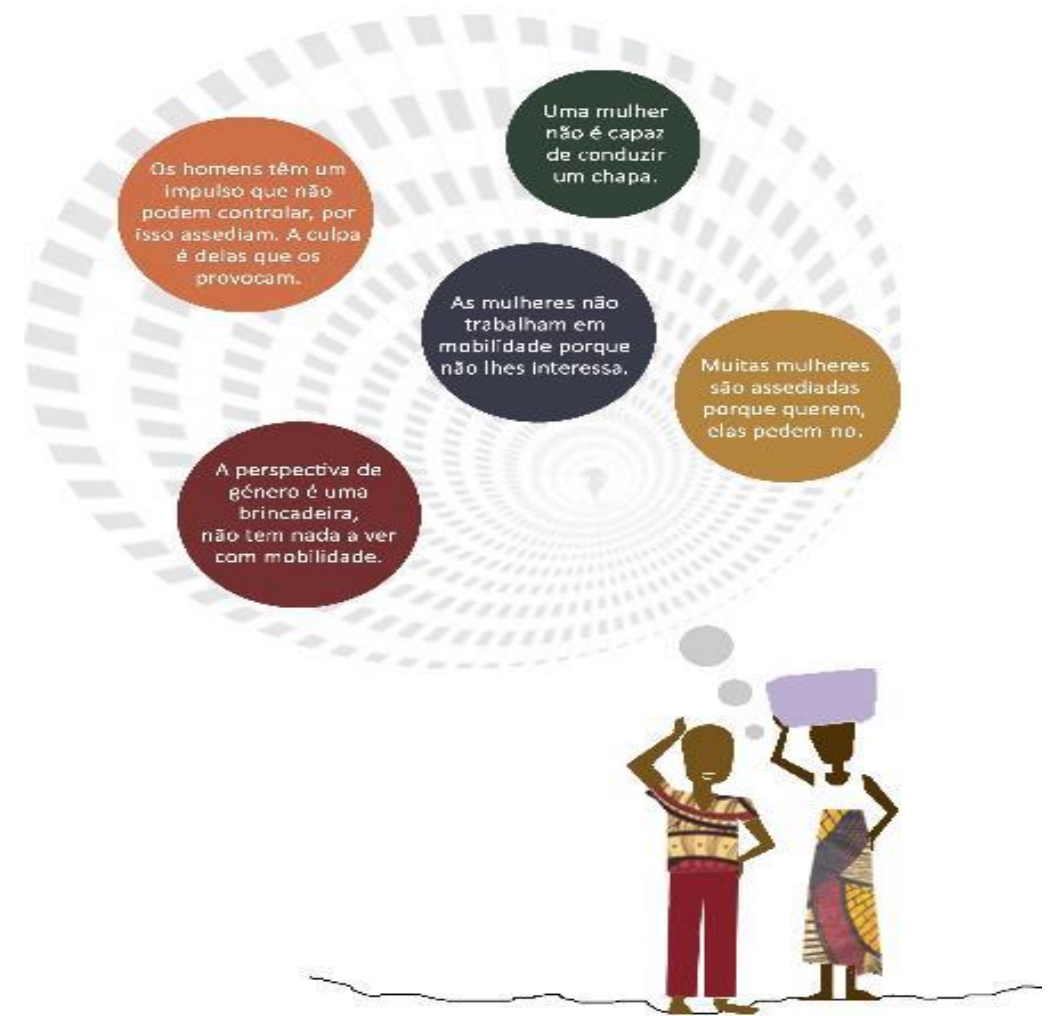


## B. Social Challenges

- Harassment of women and men in public transport and in public spaces including bus stops;
- Weak enforcement of laws that protect socially discriminated people in the transport tariff structure;

## B. Challenges: Prejudices

- men have an urge they can't control; that's why they harass. Women provoke!
- a woman is not able to drive a bus
- women are harassed because they want to
- women do not work in mobility because they are not interested
- the gender perspective is nonsense; it has nothing to do with mobility



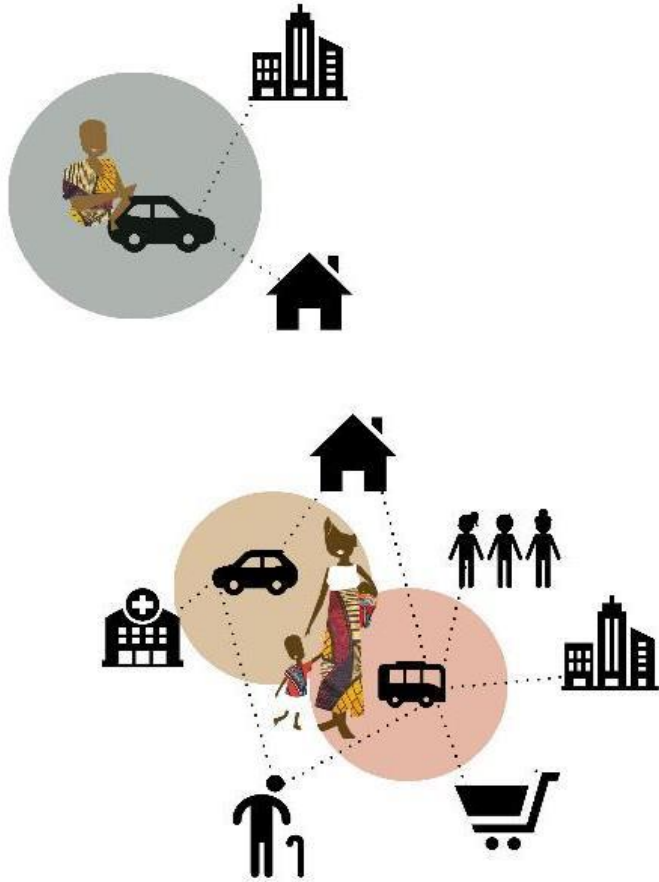
DISTRITO DE  
MARRACUENE





# B. Gender and Mobility Analysis

## Gender Based Differences In Mobility Habits



### MEN

- Travel more by private car
- They make fewer and longer trips, with less connections
- More have a driving license
- In their trips they usually use only a car
- Value speed
- Perceive less insecurity in public transport
- Usually have less or no family or household charges

### WOMEN

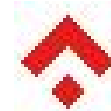
- Walk and travel more on collective transport;
- They make many short trips with complex connections;
- Fewer have a driving license depending more on collective transport;
- They combine several modes of transport in the same trip;
- value security;
- Has a high perception of insecurity in public transport;
- They usually do 100% of family or household charges.

## C. Maputo's Experience

In 2017 we started inclusive and sustainable mobility projects as a result of the partnership between



Arquitectura  
Sem Fronteiras



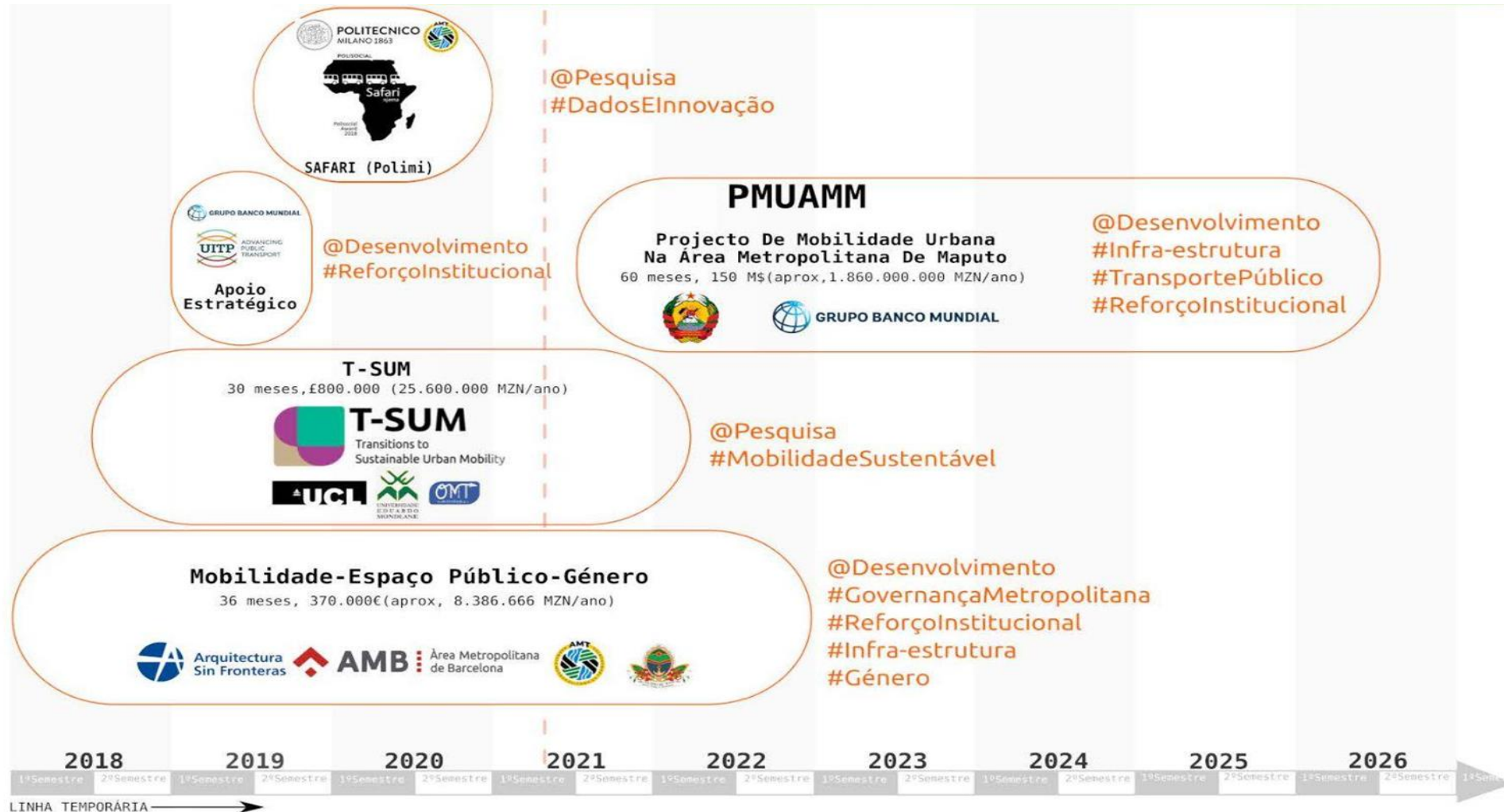
**AMB**

Àrea Metropolitana  
de Barcelona

# C. Maputo's Experience: Stakeholders & Mobility Project in MMA



# C. Maputo's Experience: Stakeholders & Mobility Project in MMA





## E. Strategic Guidelines

- Data: Knowing reality and how it changes
- Place Making: Actions in public space
- Capacity building / Guidelines
- Policy Making
- Creating Awareness

# E.1: DATA

## 1.1. Map of Violences

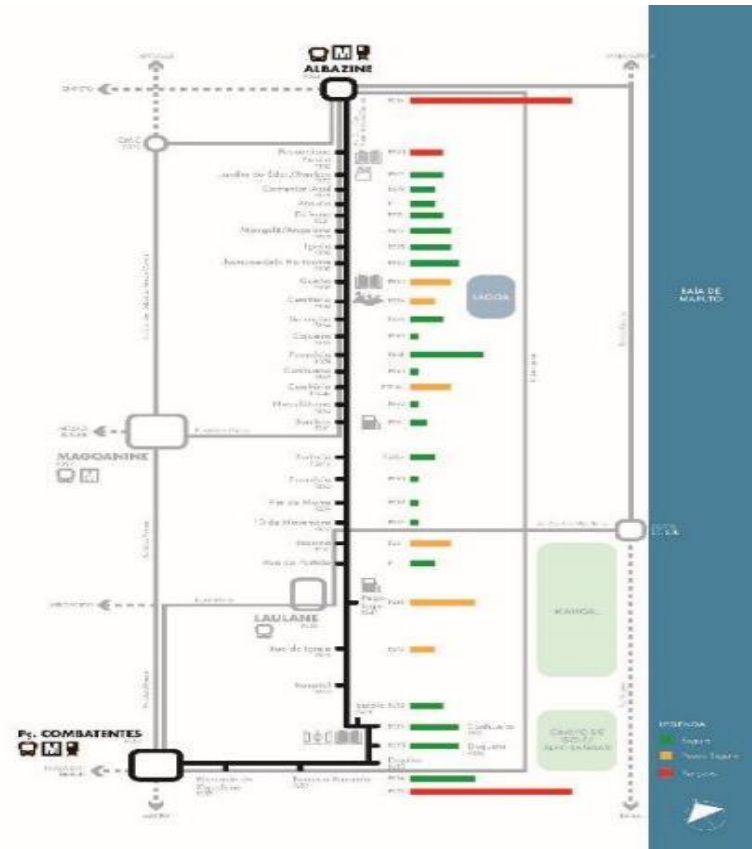


After the campaign against sexual harassment in 2018, we found a high rate of harassment at bus terminals. A map for violences and securities was done for the “Praça dos Combatentes-Albazine” corridor. Schools and other institutions along the route were involved. There was a participatory identification of dangerous and safe points.

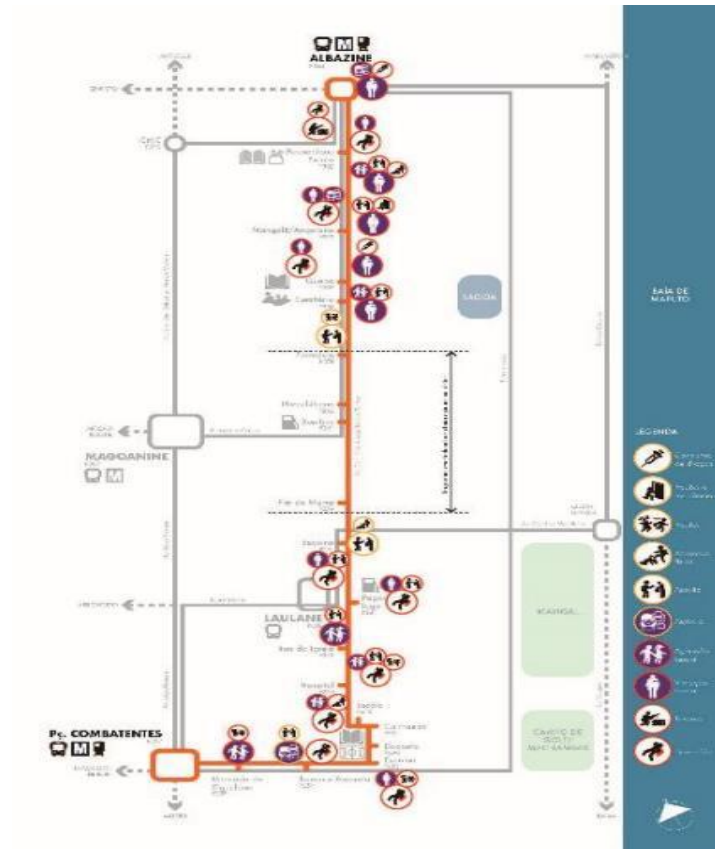
# E.1: DATA

## 1.1. Map of Violence

This maps shows:  
secure and dangerous bus stops



This maps shows:  
types of violences & securities



# E.1.DATA

## 1.2 Surveys & Interviews

The surveys and interviews made it possible to identify the main habits and beliefs about mobility and gender.

**2018**

Survey on Mobility and Gender;

**2020**

Mobility and Gender during the COVID-19 pandemic

**2021**

Planning diagnosis in a public space for metropolitan use





# Participatory Design of the Bus Stop Area

Ten types of bus stops were identified and analyzed according to the following parameters: visibility, occupation of public space, durability, access to materials and construction locally, road safety, safety against harassment, adaptation to diversity, cost and whether it is modular in double stops , triples.



Tipos Alpendres Maputo  
abril2017



Vermelho



Chapa-Vermelha



Amarelo



Verde-Vermelho



Verde



Metal



Branco



Cinza

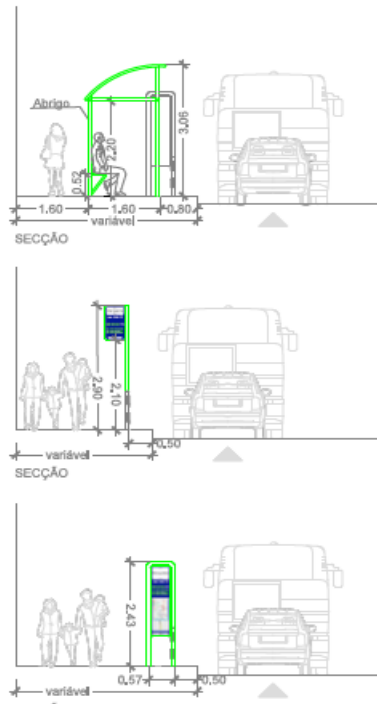
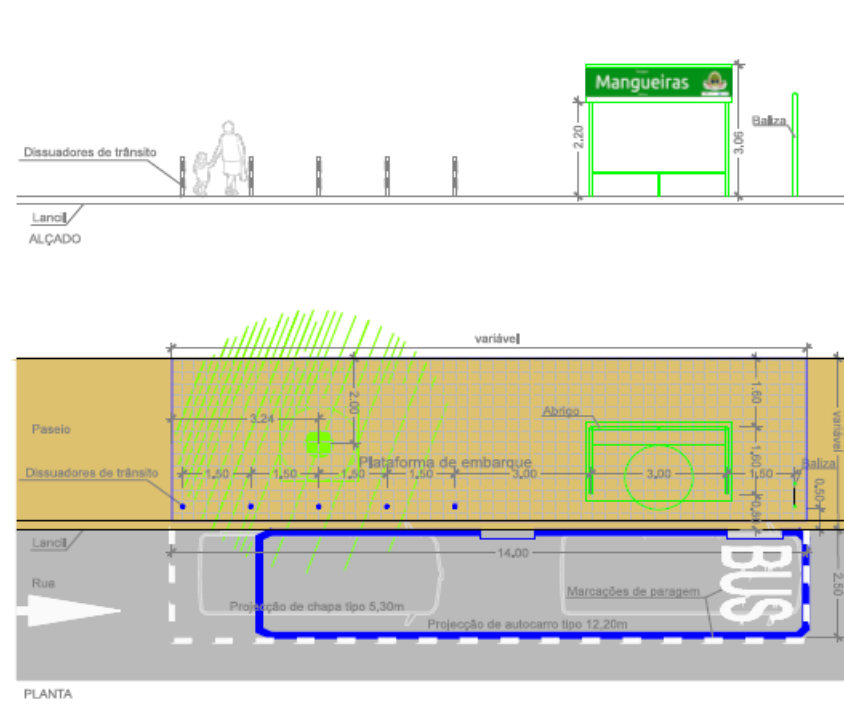


Azul



Aeroporto

Analysis of Existing Stops



## E.2.PLACE MAKING - 2.1.Bus Stop Area





# E.2.Place Making

## 2.2.Hospital

Physical separation of vehicle and pedestrian space.

Connection a Metropolitan infrastructure with collective transport







## E.2.Place Making

### 2.3.Safe Schools

Crosswalk to increase safety on the way to school



## E.3.Capacity Building & Guidelines

### 3.1.Training Operators and Drivers and Developing Guidelines

**2020:** we started training transport drivers on topics related to gender and diversity. Each training generated a space for debate to better understand the reality of those who lead and the lack of equity.

**2022:** We will start supporting women to train as public transport drivers

Bus Stop Area

Mobility & Gender

**CPM - 01**  
**Caderno de procedimentos para a Instalação de paragens de transporte colectivo na área metropolitana de Maputo**

**CPM - 02**  
**Caderno de Procedimentos Metropolitanos: Promover a mobilidade com equidade de género e diversidades**







## E.4. Policy Making

### 4.1. Bicycle By-law

Intersectoral debate to define an inclusive and sustainable bicycle by-law

## E.4. Policy Making

### 4.2. Public space urban revitalization projects - PRUEP

- PRUEP - stands for Public Space Urban Revitalization Projects
- It is an inclusive **urban law** that defines how to improve any public space connected to public services.
- Today we are finishing two models are being proposed: one for the Area of the Central Hospital of Maputo and one for a Primary School area.

## E.5. Citizen Awareness: 5.1. Campaigns

- In 2018, the campaign was developed in a participatory way. Since then, different actions continue to be carried out.



**ASSÉDIO NÃO É PASSAGEIRO**

- STOP Harassment in Collective Transport!
- Harassment is no passenger!







## F. Next Steps on each Strategic Line

<b>1</b>	<b>Data: Knowing reality and how it changes</b>	1.1. Maps
		1.2. Surveys & Interviews
<b>2</b>	<b>Place Making: Actions in public space</b>	2.1. Central Hospital
		2.2. Malanga Bus Stop
<b>3</b>	<b>Capacity building / Guidelines</b>	3.1. Operators and Drivers Training
		3.2. Women Drivers Training
		3.3. Mobility Place Making
<b>4</b>	<b>Policy Making</b>	4.1. Violence Based on Gender Protocol
<b>5</b>	<b>Creating Awareness</b>	5.1. Sustainable Mobility Week
		5.2. Gender and Mobility Campaign





## Conclusions

- Working in gender is complex but it is the only way to achieve inclusion
- the PARTICIPATION OF WOMEN in the different phases of the project, favors the feeling of belonging and their personal and collective development. It needs a lot of work to achieve inclusion in route design, decision-making bodies and discussion forums



**OBRIGADA! THANK YOU! MERCI!**

8

# Questions, Feedback and Farewell?



# Q&A

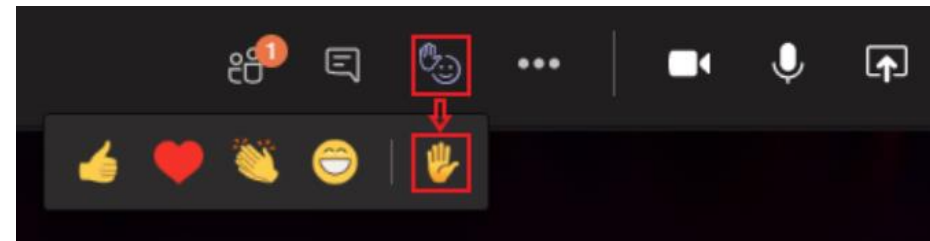
## Chat

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



## Speak

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



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# Gender Analysis

→ From: ADB GenderTool Kit

## Box 5 Some Issues to Consider When Conducting Gender Analysis in Transport Operations

**Policy:** Integrate a gender perspective into transport sector policy and institutions, and increase consideration of transport in national and sectoral gender policies. Design and implement gender-responsive monitoring and evaluation systems for transport sector and projects.

**Participation:** Adopt proactive approaches to improving gender balance in policy development, project planning, implementation and monitoring, as well as project-generated employment.

**Accessibility:** Use gender analysis to inform the selection criteria for roads sections and design of urban transport services. Consider and address gender barriers across the entire network of travel, including attention to intermediate means of transport.

**Affordability:** Consider gender issues in tariff policy, cost recovery schemes, flexible tickets, and cost of transport services.

**Acceptability:** Address gender implications of physical designs (universal access in vehicle and station designs, women-only spaces, sidewalks, streetlights) and service timetables.

© ADB 2013



**TABLE 3.**

## Guiding questions for gender analysis

<p>What is the context?</p>	<ul style="list-style-type: none"><li>• What demographic data disaggregated by sex, income, age, and location, including percentage of women-headed households, are available?</li><li>• What are the main sources of livelihoods and income for women and men?</li><li>• What are the needs and priorities in the specific sector(s) to be addressed by the planned intervention? Are men's and women's needs and priorities different?</li><li>• What impacts are men and women experiencing due to specific climate risks?</li><li>• What is the legal status of women?</li><li>• What are common beliefs, values and stereotypes related to gender?</li></ul>
<p>Who has what?</p>	<ul style="list-style-type: none"><li>• What are the levels of income and wages for women and men?</li><li>• What are the levels of educational attainment for girls and boys?</li><li>• What is the land tenure and resource use situation? Who controls access to or owns the land? Do women have rights to land and other productive resources and assets?</li><li>• What are the main areas of household spending?</li><li>• Do men and women have bank accounts? Have they received loans?</li><li>• Do men and women have mobile phones, access to radio, newspapers, TV?</li><li>• Do women and men have access to extension services, training programmes, etc.?</li></ul>

<p>Who does what?</p>	<ul style="list-style-type: none"> <li>• What is the division of labour between men and women, young and old, including in the specific sector(s) of intervention?</li> <li>• How do men and women participate in the formal and informal economy?</li> <li>• Who manages the household and takes care of children and/or the elderly?</li> <li>• How much time is spent on domestic and care work tasks?</li> <li>• What crops do men and women cultivate?</li> </ul>
<p>Who decides?</p>	<ul style="list-style-type: none"> <li>• Who controls/manages/makes decisions about household resources, assets and finances? Do women have a share in household decision-making?</li> <li>• How are men/women involved in community decision-making? And in the broader political sphere?</li> <li>• Do men/women belong to cooperatives or other sorts of economic, political or social organizations?</li> </ul>
<p>Who benefits?</p>	<ul style="list-style-type: none"> <li>• Will the services/products of the proposed intervention be accessible to and benefit men and women?</li> <li>• Will the proposed interventions increase the incomes of men/women?</li> <li>• Will the proposed intervention cause an increase/decrease in women's (and men's) workloads?</li> <li>• Are there provisions to support women's productive and reproductive tasks, including unpaid domestic and care work?</li> </ul>

Source: Based on UNIDO (2014) and further elaborated by UN Women.

# Types of Gender-relevant data

→ Transport users AND operators and providers

use of different transport modes by location;

perceptions and satisfaction of public transport users;

public transport workers and personnel in urban transport agencies and organizations;

information about the transport needs of target communities

perceived safety on public transport, including incidence of harassment, transport expenditure by income level, and willingness to pay for services (Boxes 7 and 8);

links between transport and livelihoods;

locality-specific administrative data relating to transport (e.g., motor vehicle ownership, driver licensing, traffic crashes, etc.);

origin–destination patterns of transport users;

time use for traveling (travel times); and

training needs assessments on gender awareness of transport sector organizations,

service providers, and civil works contractors.



# Gender-sensitive data collection methods

Separate focus group discussions, public community consultation for women and men

Diary surveys of sample group

Social mapping

Direct observation of services, hubs, bottlenecks

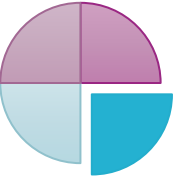
Participatory walking or cycling audits

On-demand passenger feedback

Sex-aggregated quantitative and qualitative surveys

GPS to track service frequency and scheduling, personal security complaints etc

Needs assessments, feasibility studies, and preparatory surveys



## Stakeholder Mapping & Analysis

### Checklist: Are the following actors included?

- ✓ Governmental sector: Ministry of Women's Affair
- ✓ Gender focal points in other ministries or departments;
- ✓ Development partners with a gender-equality mandate;
- ✓ A governmental or independent economist with gender expertise;
- ✓ Male and female representatives of private-sector interests;
- ✓ Umbrella organization of women's NGOs;
- ✓ NGOs or lobby groups with gender expertise;
- ✓ Any NGOs or community groups that represent men's gender interests;
- ✓ Relevant sectoral or "special interest" NGOs that have an interest or experience in gender issues;
- ✓ Human rights groups or advocates;
- ✓ Think-tanks or policy analysts with experience / expertise in gender issues
- ✓ Academics or researchers from university Gender Studies Department(s)

## Vienna's objectives and indicators

objective

indicators

Public transport is user-friendly and route-optimised		
Test questions	Quality characteristics and indicators	Notes and comments
<ul style="list-style-type: none"> <li>Are the public transport connections serving the residential zones efficient and geared to the requirements of daily life?</li> </ul>	<ul style="list-style-type: none"> <li>The public transport stops can be reached on foot and without physical barriers within a distance of 500 m (Underground) and 300 m (tram and bus).</li> <li>The service intervals are user-friendly also outside peak hours of the working population.</li> </ul>	<ul style="list-style-type: none"> <li>Good accessibility is above all important for persons who do not dispose of a car for their everyday trips.</li> <li>In addition to the space needed to accommodate public transport stops, sufficient street width is essential for the secondary network. For buses, this means a lane width of 3.5 m (one-way traffic) and 6.5 m (two-way traffic).</li> <li>This takes equal account of the requirements of non-working citizens.</li> </ul>

User-friendly route networks for pedestrians and cyclists		
Test questions	Quality characteristics and indicators	Notes and comments
<ul style="list-style-type: none"> <li>Are the needs of pedestrians taken account of?</li> </ul>	<ul style="list-style-type: none"> <li>A close-knot, walkable and barrier-free route network with adequate atmospheric quality is in place.</li> <li>Street-crossing aids take account of desire lines.</li> <li>A greened route network is available (e.g. by planting lines of trees).</li> <li>Small-scale structures for lingering and communication on the street are provided.</li> <li>There are sufficient barrier-free seats and benches in public space.</li> <li>Public toilet facilities in public space are available.</li> </ul>	<ul style="list-style-type: none"> <li>The elimination of local impediments (e.g. advertising boards or posters) and the creation of orientation aids are also part of designing a high-quality route network for pedestrians.</li> <li>cf. the evaluation instrument "functional diagram" on p. 79.</li> <li>The arrangement of seats and benches in areas designed for rest and lingering should take account of the need for both communication and "detachment".</li> <li>Possibilities to rest must also be provided as a precondition for any sort of mobility for some persons.</li> <li>Benches or seats with backrests are necessary to ensure that persons with reduced mobility can relax in a sitting position. Armrests are important to help such persons to stand up.</li> <li>Freely accessible public toilets that are well-lit, clear and barrier-free enable persons in need of this infrastructure facility to take part in public space.</li> </ul>

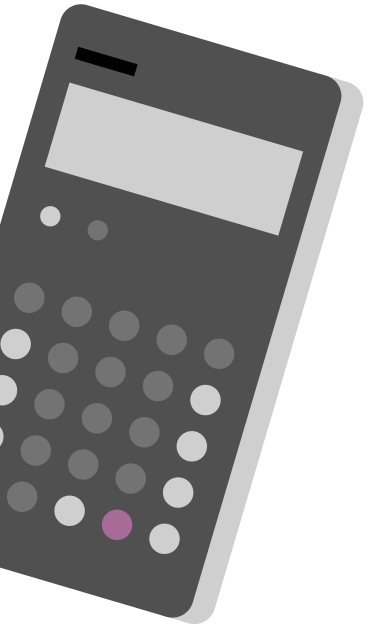
Types of Equity	Categories of People	Impacts	Measurement
<b>Horizontal</b> <ul style="list-style-type: none"> <li>Equal treatment</li> <li>Equal allocation of funds and other resources</li> <li>Equal use of public facilities</li> <li>Cost recovery</li> </ul>	<b>Demographics</b> <ul style="list-style-type: none"> <li>Age</li> <li>Gender</li> <li>Race</li> <li>Ethnic group</li> <li>Family status</li> <li>Lifecycle stage</li> </ul>	<b>Public Facilities and Services</b> <ul style="list-style-type: none"> <li>Funding for facilities and services</li> <li>Parking requirements</li> <li>Subsidies and tax exemptions</li> <li>Planning and design of facilities</li> <li>Public involvement</li> </ul>	<b>Per capita</b> <ul style="list-style-type: none"> <li>Per man, per woman</li> <li>Per commuter male, female/child</li> <li>Per male/female/young student</li> <li>Per disabled person</li> </ul>
<b>Vertical With-Respect-To Income and Social Class</b> <ul style="list-style-type: none"> <li>Transport affordability</li> <li>Housing affordability</li> <li>Discounts for low-income travelers</li> <li>Impacts on low-income communities</li> <li>Employment opportunities</li> <li>Quality of services of low-income travellers</li> </ul>	<b>Income Class</b> <ul style="list-style-type: none"> <li>Quintiles</li> <li>Below poverty line</li> <li>Lower-income community residents</li> </ul>	<b>User Costs and Benefits</b> <ul style="list-style-type: none"> <li>Mobility and accessibility</li> <li>Vehicle expenses</li> <li>Taxes and government fees</li> <li>Road tolls and parking fees</li> <li>Public transportation fares</li> <li>Fitness (use of active modes)</li> </ul>	<b>Per vehicle-mile or kilometer</b> <b>Per trip</b> <ul style="list-style-type: none"> <li>Per commute trip</li> <li>Per "basic mobility" trip</li> <li>Per peak-period trip</li> </ul>
<b>Vertical With-Respect-To Need and Ability</b> <ul style="list-style-type: none"> <li>Universal design</li> <li>Special mobility services</li> <li>Disabled parking policies</li> <li>Quality of services of non-drivers</li> </ul>	<b>Geographic location</b> <ul style="list-style-type: none"> <li>Jurisdictions</li> <li>Residents of impacted neighborhoods/streets</li> <li>Urban/suburban/rural</li> </ul>	<b>Service Quality</b> <ul style="list-style-type: none"> <li>Number of modes available</li> <li>Road and parking facility quality</li> <li>Public transport service quality</li> <li>Land use accessibility</li> <li>Universal design</li> </ul>	<b>Per dollar</b> <ul style="list-style-type: none"> <li>Per dollar of user fees paid</li> <li>Per dollar of total taxes paid</li> <li>Per dollar of subsidy</li> </ul>
	<b>Ability</b> <ul style="list-style-type: none"> <li>People with disabilities</li> <li>Licensed drivers</li> </ul>	<b>External Impacts</b> <ul style="list-style-type: none"> <li>Traffic congestion and crash risk</li> <li>Pollution emissions</li> <li>Barrier effect</li> <li>Hazardous material and waste</li> <li>Aesthetic impacts</li> <li>Land use impacts</li> <li>Community cohesion</li> </ul>	
	<b>Mode</b> <ul style="list-style-type: none"> <li>Walkers</li> <li>Cyclists</li> <li>Motorists</li> <li>Public transit users</li> </ul>	<b>Economic Impacts</b> <ul style="list-style-type: none"> <li>Access to economic opportunities</li> <li>Impacts on economic development</li> <li>Expenditures and employment</li> </ul>	
	<b>Vehicle Type</b> <ul style="list-style-type: none"> <li>Cars/SUVs/motorcycles</li> <li>Trucks (light and heavy)</li> <li>Bus</li> <li>Rail</li> </ul>	<b>Regulation and Enforcement</b> <ul style="list-style-type: none"> <li>Regulation of transport industries</li> <li>Traffic and parking regulation</li> <li>Regulation of special risks</li> </ul>	
	<b>Industry</b> <ul style="list-style-type: none"> <li>Freight (trucks, rail, etc.)</li> <li>Personal transport</li> <li>Vehicle manufacturers</li> </ul>		
	<b>Trip Type and Value</b> <ul style="list-style-type: none"> <li>Emergency</li> <li>Commuter</li> <li>Commercial/freight</li> <li>Recreational/tourist</li> </ul>		

examples

# Indicators and categories for transport equity







# Gender Budgeting

→ [Checklist for project selection criteria | European Institute for Gender Equality \(europa.eu\)](https://europeaninstitute.org/en/2018/05/23/checklist-for-project-selection-criteria/)

- 1) **Analysis:** Gender analysis, quantitative and qualitative sex-disaggregated data, reference to gender equality goals (e.g. national)
- 2) **objectives and indicators:** gender specific objectives, contribution to overarching goals, application of project objectives for men and women, gender indicators, general indicators disaggregated by sex
- 3) **activities and implementation:** specific activities, connection between analysis and objectives + explanation
- 4) **gender competence:** internal or external gender competence and budget, requirement in training and evaluation procurement
- 5) **monitoring and evaluation:** monitoring and assessment of objectives/results/effects explained, corrective action, evaluation explained

## Basic gender and urban transport checklist

1. Has the urban transport program or project identified male and female participants, clients and stakeholders?
2. Has baseline data been collected and analyzed on gender relations, roles and identities within the urban environment and the use of transport?
3. Has the urban transport program or project taken into consideration the analysis of gender relations, roles and identities and introduced a component or transport measure to address a gender issue?
4. Has the urban transport program or project developed an indicator that measures gender specific outcomes and evaluate the effectiveness of the component or measure designed to address the above-mentioned gender issue?
5. Has transportation planning been based on local conditions and specific and local needs of men, women, youth, elderly and the disabled? Have statistics and situations in developed countries been referenced and adapted to reflect the needs and resources in developing countries?
6. Have jobs and social services been brought closer to men and women by developing accessible land use patterns?
7. Has the issue of personal mobility and access of non-drivers, of which a majority are women and the elderly, been thought through? Have policy, planning or investment practices that favor automobile travel over other modes or lead to automobile dependency been avoided?
8. Have the implications of policies and projects that degrade pedestrian and cycling conditions, such as new highways that divide existing communities or eliminate walkways been considered. Have measures been implemented to control vehicle traffic volumes and speeds, particularly in urban neighborhoods?
9. Has the participation of various stakeholders in the transportation planning and decision making been facilitated?
10. Has comparative advantage been given to traditionally socially and transport disadvantaged by applying full-cost pricing to automobile travel, road pricing, parking pricing and fuel taxes and distance-based charges?
11. Provide transportation consultation and information on transportation choices available.
12. Have you looked at the supply of females into the transportation field? Has gender been integrated in engineering education and measures put in place to groom women's leadership in transport planning?

# Monitor, Adapt and Communicate



## Checklist



# Mobility Patterns

## Response

It is evident that women's lack of access to mobility and different means of transport have a positive effect on emissions. The differences between women and men are so large that they cannot be ignored in mitigation efforts in the transport sector.

Gender and transport is a well developed issue compared to most of the other areas of action, at least in industrialised countries. Nevertheless, there is **no systematic implementation of existing gender knowledge in policies, programmes and other measures.**

Additionally, there has been no systematic attempt by any development agency to incorporate women's experiences and knowledge of the transport system through the development of user groups with appropriate gender representation.

It needs to be carefully considered **how the interests and needs of women can be met without promoting unsustainable means of transport.** In industrialised countries, a crucial question is how to make women's more environmentally friendly behaviour a benchmark for all – how to support such behaviour instead of hampering it and forcing women to adopt male behaviour.

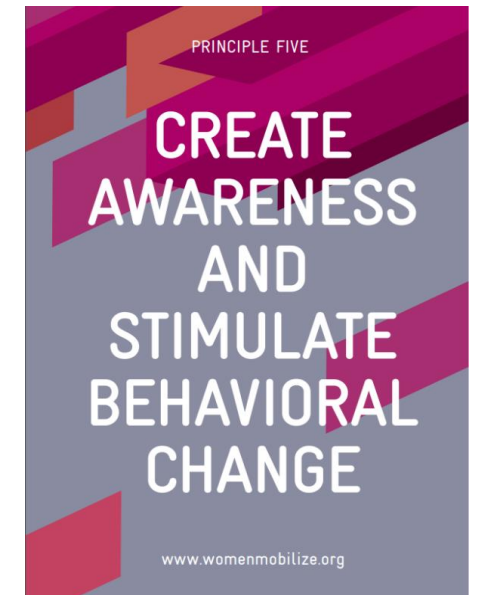
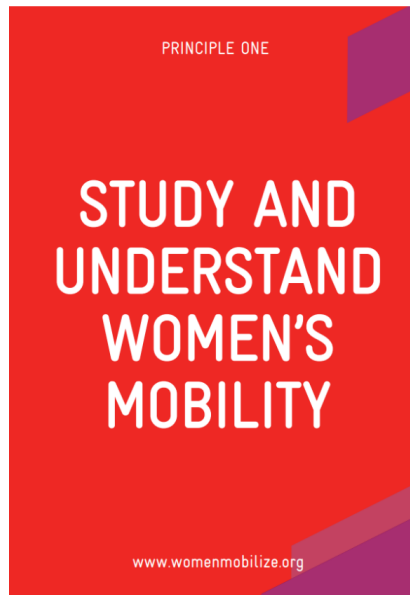
Transport systems in both urban and rural areas must be oriented towards women's needs and transport requirements to **improve their economic situation and support sustainable livelihoods.** Therefore, grassroots women and women's organisations should directly **be involved in the design and operationalisation** of transport solutions.

Although there are similarities in gender issues in transport between regions, cities and countries, gender-sensitive transport strategies still need to be **developed for individual locations** because of the multiple and varying cultural, social, economic and topographical factors that play a role.

# Discover the 5 Principles to Empower Women in Transport

by Women Mobilize Women

Click the boxes to find out more!



[Campaigning – WomenMobilizeWomen](http://www.womenmobilize.org)



# 9 recommendations from The Women's Budget Group (UK)

Collect gender-disaggregated data.

Adopt gender-responsive budgeting, particularly in transport investments.

Increase gender-responsive participatory planning.

Strengthen bus networks by increasing public ownership.

Prioritise active travel for care-related and local journeys to key services.

Conduct gender safety audits and accessibility audits.

Invest in bystander intervention training.

Explicitly prioritise gender equity and inclusion and conduct Equality Impact Assessments

in transport and land use policy and planning.

Invest in mentoring programmes to diversify the transport sector.

Vivir la ciudad a una velocidad adecuada y lograr un espacio urbano humano y sostenible

ciudad

clima

Acciones para la mitigación y adaptación al cambio climático



vida

Proyectos relacionados con la vida individual, familiar y laboral

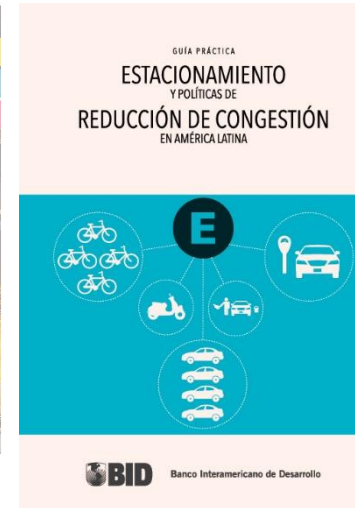
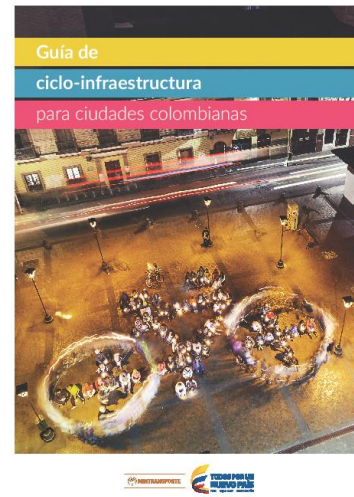
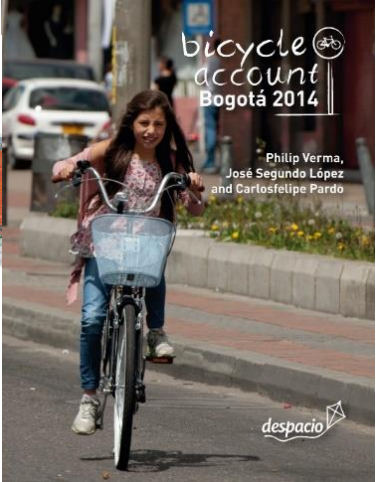
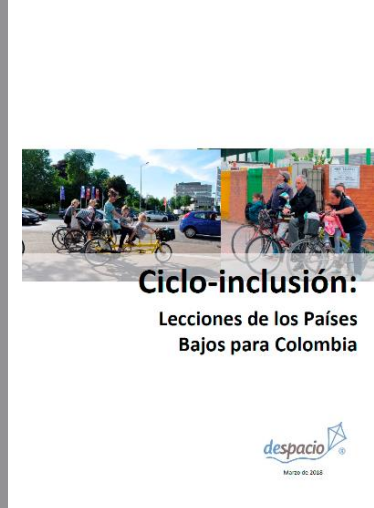
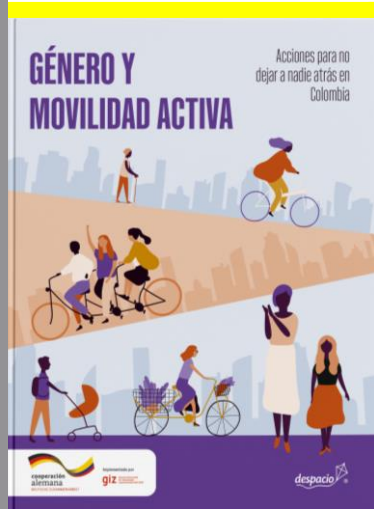
## Despacio.org

Research center that promotes quality of life in cities through:

- Projects
- Experiments
- Events

# Some publications

All at [www.despacio.org/hacemos](http://www.despacio.org/hacemos)





# Mujeres en Movimiento - Women in Motion (WIM)



Annual Leadership Program



Women in Motion Network



Knowledge management