



SUMPs and Gender

Material and Networking



MobiliseYourCity Mastering Mobility Series

Equipping mobility practitioners in
the MobiliseYourCity Communities
of Practice



LinkedIn is a free platform for professionals to network, engage and share content.

Download slides, exercises and other material used in the trainings from the **MobiliseYourCity Knowledge Platform**

<https://mobiliseyourcity.net/mastering-mobility-training-introduction-sustainable-urban-mobility-plans>

Use our **LinkedIn Group** to meet other members of the Community of Practice and exchange during and beyond the trainings.

<https://www.linkedin.com/groups/8987600/>

Learning objectives



Understand the main challenges and needs faced by women in urban mobility

Understand the importance of integrating gender in urban mobility projects and planning

Learn how to adapt a balanced gender approach in transportation professions and governance

Agenda

1. Interactive intro to the training *Chris Blache*
2. Inspirational input *Chris Blache*

3. Breakouts

4. Integrating Gender in urban mobility planning *Anne Chaussavoine*
Antoine Chevre
5. Q&A
6. Wrap Up



What is Gender?

Summary

1. Part 1: Introduction to the session and topic

- Introducing Gender
- Discussion on Gender and Mobilities

2. Part 2: Inspirational input (20')

- Why is gender important and what are the main challenges faced by women regarding urban mobility, especially in MobiliseYourCities geographical areas?
- What are the main gender-related issues to tackle in urban and transport planning (Improving specific mobility patterns and needs, security, access to leisure and social life, mobility services and jobs)?





1 Intro to the session and topic

WHAT IS GENDER?

What is Gender ?

- **Gender refers to characteristics** of women, men, girls and boys **that are socially constructed.**
- **Gender is a power relationship.** The dominant patriarchal vision emphasizes gender difference. The masculine and feminine are in a relationship, but **it is not a symmetrical, balanced relationship**
- **Gender identity is a personal, internal perception of oneself** and so the gender category someone identifies with may not match the sex they were assigned at birth.

What Gender is NOT!

- **Gender is NOT biological** : Sex is our biology — what chromosomes, hormones, genes, sex organs, and secondary sex characteristics we have — while gender is how we think of our identity in the context of how norms function in our culture.
- **Gender is NOT Binary** : Some people have a gender identity that isn't simply 'man' or 'woman'.

TRANSPORT AND MOBILITIES ARE NOT GENDER NEUTRAL



2 Inspirational Input



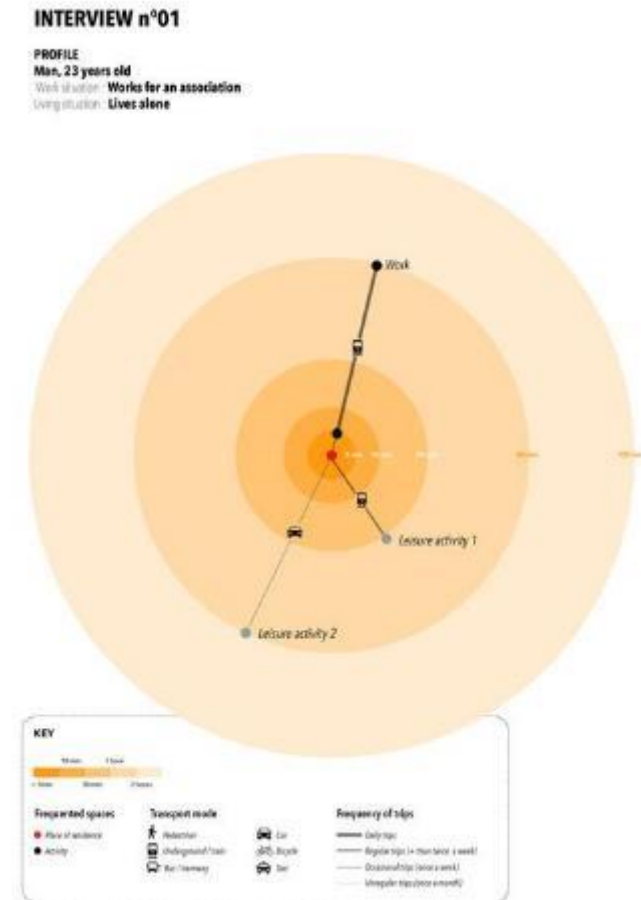
Photo: Chris Blache GeV, Puducherry India



Why is gender important and what are the main challenges faced by women regarding urban mobility, especially in MobiliseYourCities geographical areas?

Because of socially constructed roles and norms :

- Women's mobilities take place at a **more local level** than men's.
- Women's **mobility patterns are multiple and differentiated** as opposed to men's which are more linear.



Because of socially constructed roles and norms :

- More women than men **have no access to any means of transport** and walk.
- More women than men are **dependent on public transport**.
- Both walking and access to public transport are often complicated.



Because of socially constructed roles and norms :

- Women are **less likely than men to have access to intermediate means of transport**, such as buses, subways or bicycles.
- Women are also **less likely than men to have access to motor vehicles**.



Bertrand Goalou,
AFD

Because of socially constructed roles and norms :

- Women are **heavily impacted by harassment and feel insecure** in transport and public spaces.
- **Non-binary and LGBTQI people also suffer harassment and violence**, which leads them to restrict their mobility and induces psychological troubles.

In the Public
Space



Near and
around
Stations

At stations



Getting on an off
vehicles



In the cars



Because of socially constructed roles and norms :

- Women have less access to jobs in the transportation field.
- Male and female roles are often stereotyped.
- They are less represented in the governance.
- They earn less than men.

Those economic facts have a significant impact on the freedom and equality of women, regardless of their socio-professional status.

Wikicommons



Woman bus
exclusive Mexico
city - Creative
Commons

TO SUMMARIZE OUR GOALS ON THE IMPORTANCE OF GENDER

- Recognize and integrate gender inequalities in mobilities.
- Identify issues and challenges women face, both on local and global scale.
- Integrate gender as a complex construct and not just as a binary relationship





Main gender-related issues:

Improving specific mobility patterns and needs, security, access to leisure and social life, mobility services and jobs

A few facts to start with...

- **Women ARE NOT a fragile population.** It is the normative system that puts them at risk by allowing men to harass them. Treating women as victims is a very patronizing top-down approach. In the meantime aggressors, who are men in 95% of cases are never named...
- Safety is often cited as the main issue in documents regarding women, but during field studies women's requests are often different: **punctuality**, for example, is a priority request.
- **Women have other needs beyond work and family care.** They need to network, see and visit friends, enjoy the public space, practice sport, enjoy nature and leisure...



Workshop Ivry, France, by Genre et Ville

Structure and Organisation of Public Transportation

- Working on **expanding the public transportation networks**, especially in area with lower density of population or remote areas. As women can rarely afford motorized vehicles.
- Adjust prices to ensure that the system is adhered to

For ex: The extension of tramway in Casablanca Morocco has proven strongly benefiting to women but remains too expensive for most.

- As a reminder, the **ongoing gentrification** of city centers all over the world segregates and **isolates geographically the poorest populations. Women, being the poorest among the poor.**
- The strengthening of **intermodalities** and a better **regulation of timetables** makes journeys easier and safer for women.

For ex: Bus stop at demand proves efficient in some neighborhoods.



**I get on and off
as I wish...** Mulhouse,
France, by Genre et Ville

Structure and Organisation of Public Transportation

Promote safety in getting to and around the stations by:

- Laying out better pathways;
- Working on ambiances; Lighting Design
- Encouraging activities, both commercial and non-commercial in the vicinity of the stations;



Promote safety in the stations by:

- Favoring human security.
- Promotion of escape routes (avoid dead ends platforms and blind alleys)



Public Transportation Lay out and Design

Adapt design for all:

- Seat size;
- Bus or carriage handle;
- Accessibility (no steps/stairs)

Promote innovation in shapes and services

- Interactive bus stops

Ex: the interactive bus stop in Peru - displays route and time statistics on the touch sensitive information block. The bus stop uses LEDs to indicate the changed routes. It also integrates solar panels on its roof to run the bus stop on renewable energy.



Beatriz Cockburn
TU-Colibri Peru



Cargo Cycling China,
Creative Commons

Walking, Cycling...

Pedestrians

- Securize paths
- Design lighting (better lighting as opposed to more lighting)
- Landscape the surroundings
- Avoid dead end or non escapable paths

Cyclists

- Securize large paths (to allow for cyclo and carriages)
- Promote cycling training for women

Equal access to employment in the transportation sector

Access to the sector

- Massive training of women to facilitate hiring by transportation actors. In both engineering and service professions.
- Work on stereotypes to avoid the reproduction of gendered norms, by promoting non-gendered roles for both men and women.

Better representation in Governance

- Quotas for women are often inescapable to reach equality
- Women must be represented in all sectors, including finance, engineering, etc... and not only in classical female models.



Woman engineer, Pixabay, free of rights

TO SUMMARIZE OUR GOALS ON INFRASTRUCTURES AND ORGANISATION

- Facilitate better access and mobility for women by increasing the quality and the networks of public transportation.
- Promote better and adapted design, landscaping, lighting, surrounding facilities.
- Improve the Walking and Cycling experience.
- Integrate a balanced gender approach in transportation professions and governance





Chris Blache Urban Anthropologist GENRE ET VILLE

November 17th 2020



Supported by:



Implemented by:

In Cooperation with:





Integrating Gender and urban mobility planning

Contents



1. Advocacy
- 2. 4 main challenges to tackle**
3. Role of the project owner: gender perspective in public policy
4. Sustainable Urban Mobility Plan (SUMP) and gender
5. Good practices in projects
6. Successful benchmarks

4 main gender related challenges in urban mobility

Women as
transport users

1

Less access to mobility

2

Unacceptable violence
against women

3

Less access to transport
sector job opportunities

4

Less involvement of women
in the governance

Women as
transport sector
stakeholders

Contents



1. Advocacy
2. 4 main challenges to tackle
- 3. Role of the project owner: gender perspective in public policy**
4. Sustainable Urban Mobility Plan (SUMP) and gender
5. Good practices in projects
6. Successful benchmarks

Role of the Project Owner / Public Authority



- **A transversal operational approach** to be taken into consideration
 - in all phases of a project
 - In all components of a project



- The inclusion of a **gender approach in transport projects is very recent** and **advocacy** is hence still needed:
 - towards project owners
 - from project owners towards stakeholders



Gender approach as an opportunity to amplify the positive effects of mobility public policies or projects



- Possibility to act with **straightforward measures / small changes** that have **strong impacts**
- **Inclusive approach of public policies** – women represent 50% of the population
- An gender approach not only improves access to mobility services but has in addition **spillover effects on human and economic development**
- **A gender approach improves technical efficiency and sustainability** of public policies and projects **for all**

Contents



1. Advocacy
2. 4 main challenges to tackle
3. Role of the project owner: gender perspective in public policy
- 4. Sustainable Urban Mobility Plan (SUMP) and gender**
5. Good practices in projects
6. Successful benchmarks

Sustainable Urban Mobility Plan (SUMP) and gender Methodological approach



*Ellen Johnson Sirleaf
Former president of Liberia and Nobel Peace Prize.*

- 1. Need for upstream advocacy with decision-makers on the relevance of a gender approach:**
 - Women represent 50% of the population (and of the votes!).
 - Eventually, document major gender issues in the local context before SUMP implementation
 - Use inspiring benchmarks
- 2. Ensure implementation of representative governance:**
 - Aiming for parity
 - Involving NGOs defending women's rights
 - Dedicated women's advisory committee?

Sustainable Urban Mobility Plan (SUMP) and gender Methodological approach



3. Specific methodologies in the SUMP study:

At all phases

- **Gender expert** in the study team
- Aiming at gender equity in SUMP **piloting instances**
- **Additional participatory activities** :
 - A dedicated participative approach toward women
 - Build on civil society and NGOs
- **Associated communication** that contributes to raising **public awareness of gender issues**

At Diagnosis phase

- A **sex-disaggregated** data collection
- **Qualitative perception surveys**: focus group, etc.
- Identification of **women specific mobility patterns and challenges**

Sustainable Urban Mobility Plan (SUMP) and gender Methodological approach



Campaign against sexual harassment in public transport, France, 2018

3. Specific methodologies in the SUMP study:

In the proposed actions

- **Mandatory gender component** in SUMP actions
- **Transversal approach** in all SUMP actions

4. After the SUMP:

- Monitor SUMP implementation from a gender perspective
- Build on the SUMP for continued awareness raising

Integrating a gender approach in a SUMP



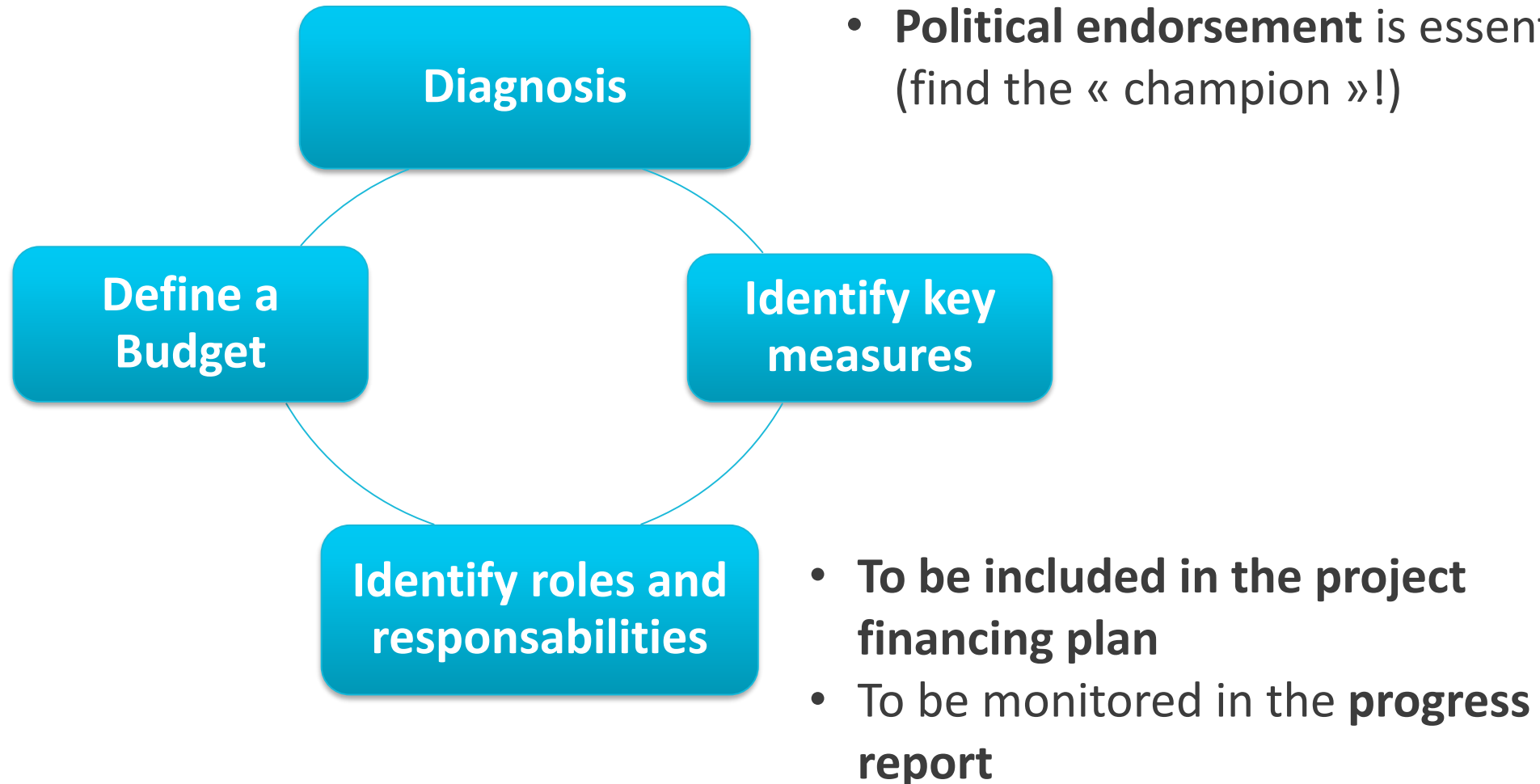
Mobility Public Policy	Study Process	Measures and actions
Access to mobility	-	+ +
Participative approach	+ +	+
Tackle violence against women	-	+ +
Job opportunities	-	+ +

Contents



1. Advocacy
2. 4 main challenges to tackle
3. Role of the project owner: gender perspective in public policy
4. Sustainable Urban Mobility Plan (SUMP) and gender
- 5. Good practices in projects and policies**
6. Successful benchmarks

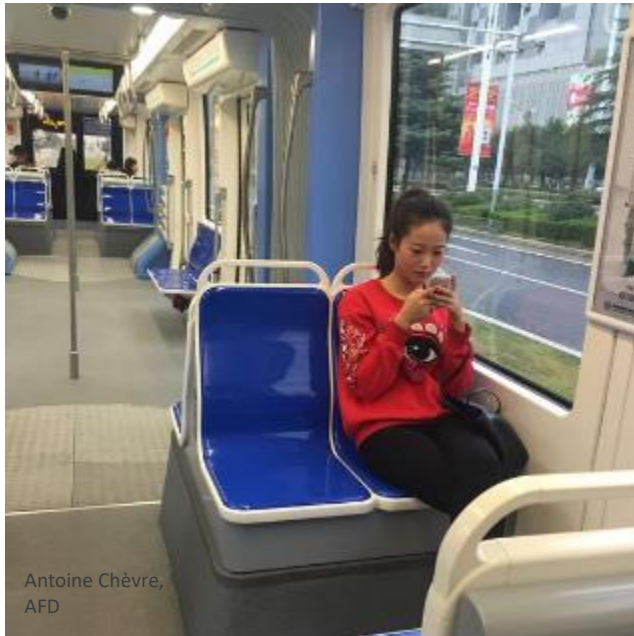
Gender Action Plan (“GAP”)



Good Practices

1

Less access to mobility



Antoine Chèvre,
AFD

- **Accessibility, safety of public spaces and walkability**
- **Comfortable, accessible and safe public transportation and non motorized modes of transport**
- **Adapting the transportation systems:** networks, schedules and services to the specific mobility needs of women.

Good Practices

2

Unacceptable violence against women



- **Awareness and prevention campaigns, training of police and transport security services** to welcome and report women's voices
- **Improve the safety of public space and pedestrian utilities** : public lighting, reduction of anxiety-producing areas.
- **In transport systems:**
 - Adapt the technical design of transport systems (panic button, no shadows).
 - Improve signage and information
 - Increase the % of employees, especially on the security team

Good Practices

3

Less access to transport
sector job opportunities



- **Developing women employment:** hiring criteria, wage equality for operators and project owners
- **Develop initial education** in connection with universities environment and **advocacy campaign toward women** of all ages
- **Adapt working conditions to women's constraints** where appropriate.

Good Practices

4

Less involvement of women in the governance



- **Promote women in governance and decision-making positions:** quotas, leadership systems, training, appointment of women to decision-making positions (mayors, ministers, etc.).
- **Develop participative approach mechanisms** to understand women's needs.

Prioritizing gender challenges in a mobility public policy



Mobility Public Policy	Studies	Construction	Operation
Access to mobility	++	-	++
Participative approach	++	+	+
Tackle violence against women	+	-	++
Job opportunities	-	++	++
Project Management	Document, integrate in the design, elaboration GAP	Training, awareness, implementation of the GAP	Monitoring, ex post evaluation, audits

Contents



1. Advocacy
2. 4 main challenges to tackle
3. Role of the project owner: gender approach in public policy
4. SUMP and gender
5. Good practices in projects
- 6. Successful benchmarks**

Bus Rapid Transit Karachi – Gender Action Plan



Bertrand Goalou, AFD

- **Only 15% of public transport users are women**
- Measures included in the GAP:
 - Accessibility
 - Segregated zones
 - Security : Lightning and video monitoring
 - Mobilisation and training of staff
- **Objectives : 20% of the ridership year 1, then +5% each year**
- **20% of employees of the project will be women**

Suburban Train Buenos Aires – Gender Action Plan



Nathalie Yannic,
AFD

- **Ministry of Transport leader** : inclusion of gender clauses in the tender documents for works
- **Unions**: Diagnosis and Awareness
- **Construction companies**: protocols and guides including a gender perspective, training
- **Pilot Project**
- Support **civil society initiatives**

Training for biking, Santiago, Chili



Before 2006 : women
: 10% of bike users

Today : 37% of bike
users are women

MACLETA : 1 teaching women how to use
bikes, another to reassure themselves on
the bike

Flone initiative, Kenya



- **Flone initiative, created in 2015**
- **Uslama Wa Uma** : Certification program for public transport providers on prevention of sexual harassment, gender sensitization, customer service and personal and professional development
- **Training session, workshops**
- **More than 700 operators certified**
- **Application Report it ! Stop it !**

Conclusion



Ines Artes Graficas, 2018

- Major leverage for mobility policy
- Benefits for all
- Necessary political endorsement
- Integration from the early stages of projects
- Opportunities to act with simple means



Thank you!

MobiliseYourCity Partnership

 @MobiliseCity  @MobiliseYourCity

Supported by:



Implemented by:

In Cooperation with:

