Levers for Improving Transportation for Women in Cities
Data, Security, and Access

Free Webinar
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Gender and Urban Transport

Presented by Meeting of the Minds
Why do we need to talk about women, gender and transport?

• Freedom of movement, mobility rights, or the right to travel is part of the concept of basic human rights (Art 13.1.) that encompasses the right of individuals to travel from place to place within a city or a country and to leave the country and return to it. The right includes not only the right to visit places, but also changing the place where the individual resides or works.

• Women should have equal access to education, jobs and health services and should not be restricted by code or creed.

• Cities where women can travel freely and safely are also inclusive and dynamic, many of other groups will benefit (children and elderly) and the opposite is also true.

• Transport is a criterial element in improving women’s quality of life, access to education, jobs and health facilities and therefore impacts family life and poverty uplift (and there is a significant impact on economic development if more women enter the formal employment sector)

• ..... AND
Share of global population that is female (2017)

Source: World Bank
Note: Population is based on the de facto definition of population, which counts all residents regardless of legal status or citizenship.
Global Roadmap of Action towards Sustainable Mobility

Global Mobility Report 2017 (GMR) - first ever benchmark assessment of the global mobility system

Global Tracking Framework - first ever dashboard for sector accountability

Global Roadmap of Action towards Sustainable Mobility (GRA) - first ever integrated pathway for public decision makers and the private sector to further progress toward sustainable mobility

Global Presence in key transport events including International Transport Forum, World Economic Forum and High Level Political Forum

Launched October 23rd 2019
Approach

Aim of the Global Mobility Report & Global Road Map of Action:

- To respond to the global challenge of Sustainable Mobility For All (SUM4ALL)
- Transform the current transport paradigm: Provide the right transport framework to ensure that women and trans-gender reap the gains of economic growth
- Gender was not in the GMR but included in the GRA

Approach:

- Four pillars
- Gender sits within Universal Access
- Mainstream gender into the SuM4All discussions, across all geographies and types of transportation

Link to section on gender

1 The use of this term includes LBGTQ communities
Goal: Ensure that transport becomes more gender sensitive and current transport infrastructure and systems are not gender blind.

Articulated around four main entry points:

1. **Transport Users**—Transport and infrastructure and systems should cater to the mobility needs of women, girls and transgender*

2. **Decision Makers**—Women should be involved at various levels in the planning and decision-making process for transport infrastructure and system development

3. **Workers**—Women should be employed in the construction, management, and operations of transport infrastructure and systems

4. **Infrastructure construction**—The development of transport infrastructure and systems should not put at risk the wellbeing of women, children and others at local community levels

*To include LGBTQ
State of the Play – Entry points and key barriers

Transport is currently male-dominated in all areas

Users
- Affordability
- Availability
- Cultural barriers
- Mobility of care
- Violence & harassment
- Data gaps
- ...

Workers
- Recruitment
- Discrimination, violence & harassment
- Stereotyping & unconscious bias
- ...

Decision-makers
- Male dominance/lack of diversity as barriers to entry
- Stereotyping & unconscious bias
- ...

Infrastructure & Construction
- Labor influx
- Standards & norms
- Sexual harassment
- Data gaps
- ...

SUSTAINABLE mobility FOR ALL
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Catalogue of Measures Examples

Engineering
• Infrastructure may increase access but large mega transport projects often severs communities and impacts women negatively
• Quality of travelling environment (lighting etc)
• Standards (e.g. widths of footpaths, doors, grab rails, dedicated seating etc.) impact women
  • ....

Economics/Finance
• Women are often poorer than men – sustainable transport provides opportunities for poverty alleviation
• Provides access to employment as well as jobs in transport (male dominated) - need more programs to promote female participation/entrepreneurship
• Women can provide transport services for women
  • ....

Legislation
• Growing number of gender positive legislation at national and local levels but implementation is weak
• Equity aspects and transport justice aspects to be included more rigourously
• Need more female leadership and role models
  • ....

Marketing
• Increasing number of awareness campaigns for users and programs for recruitment
• Communications for complaints/grievance
• Protocols for behavior
  • ....
Example 1 – Women in Employment
Preferred for driving heavy trucks in mines, Peru
- Facing a severe shortage of capable workers and production cost increases, mining companies are turning to women drivers as they take more care of the vehicles keeping costs low.
- Women drivers are more careful & observe the protocols more rigorously (e.g. speeds, maintenance checks).
- All the recent drivers recruited are women
- TOOL: Proactive recruitment program

Example 2 – Infrastructure: Rehabilitation of El Trolebús BRT bus stops, Ecuador
- Replacing a steel lower panel with a glass-walled design for better interior and exterior visibility and to promote passenger safety.
- Cost +/- USD 13 million and 44 bus stops have been upgraded.
- The new infrastructure is branded with messages against harassment and includes universal accessibility for disable people.

TOOL: Marketing
Cross cutting nature of Gender and Sustainable Transport

**Road Safety**
- Vehicle standards do not include gender differences
- Many women are pedestrians
- Lack of data on female injuries
- Impact on caring

**Rural**
- Time poverty
- Women as food producers
- Lack of access to health & education
- Rural /urban migration...

**Green**
- Impact on women & children of poor air quality & noise
- Women have little loyalty to sustainable modes (e.g. PT)
- New low carbon options ...

**Efficiency**
- Suffer from transport inefficiencies
- Affordability
- Women can act as agents of change
- Transborder issues (HIV ...)

**Universal Access**
- Equitable access to employment & education
- Women constitute more of urban poor
- Security
- Micro freight

GENDER & SUSTAINABLE TRANSPORT
Key Gaps and challenges

Key Gaps

• Data availability poor – for all four entry points.
• Understanding women’s needs
• Urban data critical and livability (as more women constitute the urban poor and they currently use sustainable modes (walking and public transport) more than men
• Evaluation of benefits (and disbenefits) of transport for women at national level
• Unpicking gender and other vulnerable groups

Key challenges

• Attracting, retaining and supporting women in the sector
• Getting women into STEM and as entrepreneurs
• Making gender mainstreaming visible, necessary and of added value to transport – gender as an enabler not a constraint
• Intersectionality with other aspects – food production, poverty alleviation, rural/urban migration, safety and security, micro (urban) freight, road safety, new transport offers and risks to current paradigm....
ELLASE
MUEVE
SEGURA
mujeres & transporte

SANTIAGO - QUITO - BUENOS AIRES
Understanding perceptions and reality of insecurity

People see incidents

People experience incidents

People hear about incidents

% of those interviewed feel UNSAFE on public transport

TOTAL

BUENOS AIRES 64%

SANTIAGO 66%

QUITO 60%

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How do women react to these experiences & how does it influence their transport behaviour?

People experience incidents

People see incidents

People hear about incidents

**People interviewed who feel UNSAFE on public transport**

BUENOS AIRES: 64%

SANTIAGO: 60%

QUITO: 60%**

TOTAL: 66%
Conclusions from the 3 cities

- Significant differences between how men and women perceive security (this is complex but can be standardized) and that women will change their behavior if needed quicker than men are willing to do (crime & violence versus crime & harassment)
- Majority of harassment incidents are not reported, so how do authorities plan for this. Blurred borders between public transport and public space increases complexity of addressing the issue
- Women have developed a number of strategies that have been typified into seven clusters
- As incomes increase fear of assault and constraints to travelling decreases
- Women have little loyalty to public transport and will willingly change should a better option become available
- Women /mothers influence the next generation’s view and use of public transport
- Great value in using a common methodology & having multi-disciplinary teams (increased shared learning & analysis methods) rather than investigating per city
- Rich findings in qualitative data collection but both quantitative and qualitative
- Legal framework is not enough to stop sexual harassment, social pressure at city level helps legal sanctions but also need to increase the fear of being caught / socially vilified.
- Passengers (both the victim & onlookers) are unsure how to react or what to do when incidents occur – a need to create a civic social creed and awareness of acceptable and unacceptable behavior

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Conclusions from the 3 cities

- Women use public transport more than men (+50%) and tend to be captive riders
- There are three main sections of the journey where women feel most vulnerable
- Women tend to use bus transport most (especially once they have children)
- There appears to be more personal security issues on buses than metro (not all cities had metropolitan rail included in this study) for both men and women
- Women when a suitable alternative is presented are more willing than men to change from PT to ‘anything’ else
- Security is a key factor (more than men) influencing women’s mobility habits and choices (to the extent that they have a choice)
- Accepted stereotypes of travel behaviour between men and women are still valid (although slowly changing)
- There is confusion and lack of clarity on what to do when harassment happens (victim and witness)
- A lack of trust in the ‘authority’
- There is an expectation by the perpetrator that they will not be caught or prosecuted
Growing body of evidence ...

- FIA Foundation portal English & Spanish
  https://www.fiafoundation.org/connect/publications/ella-se-mueve-segura-she-moves-safely
- CAF  http://scioteca.caf.com/handle/123456789/1405
- SUM4ALL Gender Companion Paper
- Number of toolkits (World Bank, ADB, IADB...)
- ++ Number of international studies

So what’s missing?
Some points for discussion....

• Mainstreaming the evidence base (imperfect evidence leads to ill informed decisions)
• Data collection – dinosaurs or smart? Do we have the important data or just that which is easy to collect?
• So where does gender fit with the new mobility discussions? Or how easy is it to scoot with a two year old?
• Do women like driving electric cars as much or more than men?
• To what extent are we just setting up the new transport landscape and technologies to reflect the old paradigm?
• If we know what needs to change, how can we make these changes and what do they look like?
• Men and women are different and not all women or men are similar..

THANK YOU
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