



Guide for the integration of the gender
perspective at the local level in

Mobility and Transport

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My Municipality
for Equality.

Locally We Build a Better
Life for Women and Men.





Groundings

The motifs?

- › Women have a more reduced mobility, which limits their opportunities to benefit of goods and public spaces. This limits their possibilities of participation in the labour market and in general public life (culture, associations, leisure, education and training, etc.).

- › The motives are of two orders:
 - Gender roles assigned and assumed by women and men;

 - Lack of a gender perspective in the diagnosis, planning, design and assessment of mobility and transport systems.

- › Key gender differences in mobility and transport:
 - Men travel more;

 - Women use more public transport, whilst men use the automobile;

 - Women exhibit lower rates of motorization, have less driving licences (although this gender differential has been declining, particularly within the younger generations) and the number of female car ownership is inferior to men;

Factors that increase the risks of women's safety in public transports:

- Isolated waiting places, poorly lit and quiet;
- Access to isolated stations and bus stops, poorly lit and quiet;

Sexed Body

- lack of surveillance on buses or underground;
- distances between bus stops and the residence;
- vulnerability to abuse or sexual harassment on buses.

- Men are more often the drivers than the ones being driven, unlike women;
- Women take more polygonal trips, while men commute more (home-work-home);
- Women walk and commute by foot more;
- Women's routes are shorter and more variable;
- Women travel on a multi-function logic: taking children to school, going to work, shopping, visiting relatives, attending health services, etc.;
- Women take/use more intermodal connections;
- Women feel more unsafe in transports, especially in the evening and at night. Therefore, their movements are limited by insecurity and as to avoid dangerous situations;

> Public transport and transport-related facilities are places where women are more exposed to gender violence, robbery and sexual harassment;

- Women's trips are more chained, requiring more connections;
- Women's trips are shorter, representing less kilometres per day;
- Temporal and time restrictions: women depend more on transport and services timetables;
- Women need more space on transport, because they often travel with shopping bags, shopping trolleys, among others;



Online photo: Women walk more on daily routine and carry heavier bags and objects.

- Comfort, ergonomics and accessibility of transport and facilities do not take into account the specificities of women's use, e.g. for travelling with bags, child seats, among others;
- Women travel more accompanied (sons and daughters, accompanying elderly people to medical appointments, among others);
- There are more elderly women than men, and these are more dependent on public transport and rides, given that they are holders of driving licences in a lower percentage;
- The mothers of single-parent families take more trips and have more difficulties facing the costs of public transport.

› Gender differences in transports and mobility also exist at employment level:

- It is a sector that employs more men than women in various positions: management, driving, maintenance, supervision and inspection, road construction, surveillance, among others.

› Within the transport sector there has been an absence of gender perspective:

- The projects and programmes of mobility and transport systems do not apply the methodology of users' participation, in particular of women;
- Vehicles are not suited for those travelling with children and prams, with infrequent ramps or low floors;

- Studies show that the aggressors in the context of domestic and gender violence seek to reduce women's mobility, blocking their access to vehicles or money in order to limit the use of public transport;
- There are a series of resistance in the sector of transport management, due to ignorance and myths that consider gender issues unrelated to the ones in transport and mobility (see Myths box in the transport sector);

Myths box in the transport sector

› Theory	› Reality
Gender is not a transport issue; It is more a matter of health, education, etc.	Access to all these services is by roads, implies mobility, which is more limited in the case of women, for example.
Gender is a cultural and social issue that is not in the field of transport.	Ensuring mobility can be a decisive mechanism for eliminating gender barriers.
Road construction actually improves the position of women and offers tremendous opportunities previously denied.	Studies have shown that this is not always the case. In some regions of the world, road construction only benefited the exit of men and overwhelmed women.
There are no gender issues in ports, railways and aviation.	The recruitment and training of women in these sectors have not been considered.
Transport projects are evaluated using cost-benefit analyzes; There are no identifiable quantifiable benefits with regard to gender issues.	Work has been done demonstrating savings and efficiency gains in transport. Other techniques and alternative methods of identifying non-quantifiable benefits are required.

Source: ONU (2009).

Except for specific programmes that are identified within the section of good practices, there have not been developed training and awareness programmes of the transport sector regarding gender issues, nor on the importance of the sector for the promotion of social justice and equality of opportunities and results between women and men.

This absence has happened also at the level of some policy instruments. Take the case of the *WHITE PAPER Roadmap to a Single European Transport Area - Towards a Competitive and Resource Efficient Transport System* in which gender issues are completely absent.

Principles and methodologies

How to proceed?

International and national recommendations:

- › Local and inter-municipal communities have been given responsibilities in the field of transport and mobility, in accordance with the Bill 52/2015, 9 June (see box National Bill).

National legislation: New Legal Regime of the Public Passenger Transport Service NLRPPTS – Bill 52/2015, 9 June (AR, 2015)

The new Bill revokes, among others:

- the Bill nr 1/2009, 5 January, which defines the legal framework of metropolitan authorities
- and the Regulation of Transport in Private Automobiles (Decree nr 37272, December 31, 1948).

- › International entities have made recommendations on the need to implement gender mainstreaming in the transport sector (see boxes);

Promotion of a decentralization of competences in the field of transport, considering the municipalities and the Intermunicipal Communities also as Transport Authorities, who are responsible, among other functions, ahead, to set prices and rates.

Transportation Authorities are:

The State: national public passenger transport service. Exceptions: Rail, Metro, Transtejo, Fertagus, MST, etc.

Intermunicipal entities: intermunicipal communities and metropolitan areas: regional transport organization;

Municipalities: organization of municipal transport
Powers and responsibilities of the Transport Authorities (TA)

Planning:

Accessibilities
Public transport networks and services

Organization of the market:

Authorization
Contract of services
Regulation and management of contracts

Financing:

Fixing prices and tariffs

Mobility management:

Information and Communication
Participation
Promotion and dissemination

Accessibility management:

Circulation and parking

Note:

Monitoring

Oversight:

AT will have to authorize, plan, contract, manage, monitor and oversee the entire Public Transport and Mobility Solutions Service.

Source: Breengaard et al.(2007: 128)

Transport Policy Recommendations from the International Preparatory Conference “Gender Perspectives for Earth Summit 2002” - Berlin, 2002. AnnexC

‘Gender mainstreaming transport concerns how overall priorities in transport are made. High-level strategic policy-making should include and address the issue of gender equality and sustainability simultaneously and assess how they influence each other.

Mainstreaming gender equality into transport policy should consider how transportation affects women and men. Accordingly, future transport policy should emphasise accessibility as well as mobility.

Traffic planners and policy-makers need to take into account gender from a user perspective and to integrate women’s values, needs and interests in transport policy as well as incorporate the voices of women users in planning.

Mainstreaming gender equality into the transport sector should focus on the political and organisational elements in public and private transportation structures. Equal representation in decision-making at all levels needs to be ensured.

Gender mainstreaming the transport sector includes the creation of inclusive work environments to support the employment of more women in the sector.

There is an urgent need for organisations to raise awareness of gender stereotypes in the organisation. There is a need for more data and analysis concerning the gendering of the transport sector at a structural level.

- › Thus, it should be recognised that policies, organisations, and transport and mobility services must integrate, in addition to the environmental and sustainability issues, a gender perspective;

European Charter for Equality of Women and Men in Local Life Article 26 - Mobility and Transport

1. The Signatory recognizes that mobility and access to means of transport are essential conditions for women and men to be able to exercise many of their rights, tasks and activities, including access to work, education, culture and essential services. It also recognizes that the sustainability and success of a municipality or region depends to a significant degree on the development of an effective, high quality transport infrastructure and public transport service.
2. The Signatory further recognizes that women and men often have, in practice, different needs, as well as patterns of usage, in relation to mobility and transport, based on factors such as income, caring responsibilities or hours of work, and that consequently, women frequently form a greater proportion of users of public transport than men.
3. The Signatory therefore commits itself: (a) to take into account the relevant mobility needs, and the patterns of transport usage, of women and men respectively, including those from urban and rural communities; (b) to ensure that the transport services available to citizens in the area of the authority assist in meeting the specific as well as common needs of women and men, and in realising the real equality of women and men in local life.
4. The Signatory further commits itself to promote the progressive improvement of the public transport services in and for its area, including intermodal connections, in order to address the specific and common needs of women and men for regular, affordable, safe and accessible transport, and to contribute to its sustainable development.

(CMRE, 2006: 28-29)

- › There is no neutral mobility, because needs, usages, experiences and perceptions are different between men and women, and because the structures, solutions and existing services affect the individuals of both sexes differently;
- › It is necessary to review the definition and conception of mobility to reflect the experiences, perceptions and women's responsibilities- i.e., diversity of tasks and types of travel, vulnerability to violence, etc. - and to design appropriate transport systems;
- › In general, there are needed measures to reduce the weight of expenses of men and women in transport, and to create equitable access, in order to enhance the participation of women and girls at paying work and in public life (politics, cultural, education, etc.);
- › The development of all transport systems must take into account the experiences of women's lives; the specific needs in each stage of one's life cycle (infancy and youth, working age adults, old age);

- › Management should integrate gender and transport experts in the planning, design and monitoring of transport and mobility systems and structures;

- › The gender impact assessment should be integrated into environmental impact assessments, thus contributing to the sustainability ratings;

- › Sustainability audits of mobility systems should integrate gender audits;

- › A gender analysis to transport budgets should be made in order to understand the amount of financial, institutional and decision-making resources that responds to the interests for men and women;

- › Information on projects that integrate a gender perspective, in the transport and mobility infrastructures in various countries, should be collected and disseminated;

- › Management should introduce participatory and inclusive diagnostic methodologies as well as transport and mobility planning;

- › Management should endeavour to ensure sustainability and gender perspective in transport and mobility systems. If the option is the privatisation of transport services, management should set the appropriate conditions.

- › Mobility plans must never forget smooth mobility, commuting on foot, non- motorised, etc.

- › The agencies (European Union, for example) and organisations (IMC, Ministries, etc.) funders of mobility programmes and projects should support and encourage research on:
 - Women’s strategies to manage their mobility needs, including their caretaker duties, housework, shopping, etc. (to be included, for example, in mobility surveys);

- Informal means of transport;
- Infrastructures for pedestrians and non-motorised trips (cycling lanes, etc.);
- Initiatives or pilot projects for the use of automobile disincentive while promoting a greater use of public transport;
- Development of local and small-scale sustainable transport.

› Management should conduct surveys/studies for the improvement of mobility, with a gender perspective, using various methodologies, such as questionnaires (see box), interviews, focus group for analysis of the daily realities of women users, their needs and readiness to pay; consultation with stakeholders; among others.

› Management must produce and extract disaggregated statistics by sex, to be included for example in the reports, containing different types of data, among the following:

- Duration and number of trips;
- Reasons for travelling;
- If the users drive or are being driven;
- Walks and commuting on foot;
- Typical travel timetables;
- Departure and arrival places of trips;
- Safety perceptions.

Constraint:

Due to their small size many municipalities, in Portugal, lack intra-regional transport system. Only in the morning and late afternoon transport services are provided, which coincides with the school bus, running only during school period. Therefore, losses in terms of mobility and autonomy are very significant, particularly for more vulnerable social groups. Local authorities should take into account this dimension in their policies, developing innovative and inclusive forms of transport, to ensure the necessary travels.

- › Management should consider gender issues on tariff policy, flexible tickets, etc.
- › Local, regional and national administration should promote networks on gender and mobility, to develop and disseminate concrete strategies for the integration of sustainability, gender equity, safety and fighting violence against women in transport systems.
- › Management and transport agents should promote solutions at the level of communication technologies in order to improve the services, target-audience’s empowerment and violence prevention (apps, GPS, etc.).
- › Management and transport agents should promote training, to those working in the transport sector, in the areas of customer service, new technologies, communication, and teamwork.
- › Management personnel should be trained about the challenges of staff recruitment due to new recognized and emerging skills, which should draw their attention to the need to recruit more women.

A gender analysis should take into account some of these aspects:

- What are the different needs and priorities of men and women while using transport, and in their travels?
- What are the patterns for the use of transport within different groups? What types of trips, travelling, their purposes, and under what condition are they taken?
- What kind of goods and packages do men and women move/carry in their trips?
- What kind of barriers related to gender issues are present in access to services and transport infrastructures?

- Were women or groups of women able to equally participate and consulted for the preparatory enquiries and in the design of infrastructure and transport services?
- What are the relative costs of the trips (in time, effort, money and loss of opportunities)?
- What are the potential impacts of these costs on women and men's situation, determined through social and environmental impact assessments, surveys and studies?
- Is disaggregated information by sex collected and used?

A design that integrates gender issues, must take into account:

- Which physical design features may specifically benefit women as main users?
- Which income opportunities are there for women, and how may the mobility project maximise social and economic benefits by increasing women's connectivity?
- What measures can be included in planning, design, implementation and monitoring within the project, in works and safety to increase gender equity?
- What opportunities are there to ensure that women enjoy services, for example, regarding road safety training, etc.?
- Are there women working in the area of public works? Do construction contracts include terms for the recruitment of women or gender standards (for example, equal pay, etc.)?
- What is the constitution by sex of stakeholders' groups and partner agencies?

- Is there training about gender issues in transport and mobility?

- Are there positive action mechanisms, for example in terms of recruitment?

- What are the gender indicators used in the design and monitoring framework?

Instruments

Which resources?

Checklist for gender audit in the transport system

› Checklist for gender audit in the transport system

		Yes	No	NA
I	Policies and procedures of the organisation			
1	GE within the organisation is a stated goal with defined policy, targets and indicators.			
2	The organisation is committed to making gender audits to transport services.			
3	The organisation is committed to making gender audits to their policies and practices.			
4	The gender audit policy has clear objectives, measures and goals, and progress is regularly reviewed by the management.			
5	All the people in the organisation have been informed about the commitment with gender audits and of those who are responsible for implementing them.			
6	The organisation's budget includes funding for the process and gender audit programme.			
7	In the organisation, men and women are represented in the committees or groups with decision-making functions.			
8	The organisation ensures that all the people who represent it are informed about the gender audit programme on its behalf.			
II	Employment policies and procedures			
9	There are procedures to protect people at work of discrimination and sexual harassment situations.			
10	Staff recruitment criteria include adequate evidence of sensitivity to gender issues in the organisation and in the relationship with passengers.			
11	The organisation actively promotes the recruitment of women, including of various races and ethnic groups, to ensure that the workforce reflects the community it serves.			
12	The organisation monitors gender profile of all levels on their human resources structure and actively promotes the equal representation of men and women at all levels.			
13	There are flexible working hours and part-time to support professionals with children and other responsibilities.			

› Checklist for gender audit in the transport system

		Yes	No	NA
14	The organisation has policies and procedures to protect staff that integrate single-parent families.			
	Staff training			
15	The personnel involved in the design and development of facilities or services are trained to be more aware of the needs and concerns of women and men who travel in transport.			
16	All personnel in contact with the public are trained to be more aware of the needs and concerns of women and men travelling in transport.			
17	Drivers are trained to have a non-threatening, inconvenient or dangerous driving.			
III	Research, consultation and planning			
18	The organisation collects disaggregated statistics by sex, income, residence, age, ethnicity, possession and use of car, reason for travelling (for example in mobility surveys).			
19	Surveys on passengers' safety perception are disaggregated by sex.			
20	Research on the organisation monitors changes in transport needs and experiences of women and men.			
21	The organisation consults women and men about the design of new bus stops, stations or terminals, vehicles, and the development of new transport services.			
22	Consultation meetings are held at convenient times for women and men, and childcare facilities are provided.			
23	The organisation's approaches to customers and the community take into account the different levels of literacy.			
24	The organisation analyses complaints and comments by sex.			
25	The organisation analyses comments and complaints it receives in order to respond to problems.			
26	Passengers who complain are aware of the procedures and agencies to resort to.			
27	The organisation works closely with the urban planning staff to ensure that the transport needs of women and men living and working in the area are met.			
28	The organisation works closely with local authorities and other transport providers to offer connections (connectivity, common tickets, etc.).			
29	At least one person is assigned the task to identify barriers to the use of specific transport by women and men. There are barrier analysis procedures...			
30	The organisation is actively committed to develop safer routes to schools.			
IV	Customer service			
31	The vehicles have wide luggage storage spaces, for shopping or shopping trolleys, which are easy to use.			
32	Information on how to operate in terms of transport and accommodation of shopping trolleys, shopping, luggage and bicycles is readily available.			
33	The signage on vehicles is clear regarding transport and accommodation of shopping trolleys, shopping, luggage and bicycles.			
34	There are seats designed and clearly marked for elderly people, people with disabilities, and people with children or pregnant women.			

› Checklist for gender audit in the transport system

		Yes	No	NA
35	Sanitary facilities accessible to wheelchairs, with changing table to allow caregivers of both sexes to take children of both sexes to sanitary facilities.			
36	There are catering facilities with tables and seats, and child seats.			
Another	The buses have lowered floors and ramps for wheelchairs and shopping trolleys.			
V	Personal safety			
37	Management has a personal safety policy covering passengers and staff, taking into account fears and perceptions as well as crime rates that have occurred.			
38	Personal safety is the responsibility of a member of the management team.			
39	Decisions about the location and frequency of bus stops are made according to users' consultation and topographic data to maximise accessibility.			
40	Passengers' concerns are considered when decisions about the location and shifts change of those in contact with the public are made.			
41	The organisation performs audits of safety after dark, in their infrastructures, vehicles and routes.			
42	The organisation (if dealing with trains) has a work programme to accredit its stations in terms of safety.			
43	The personnel contacting with the public have the means to call for assistance/support in cases of violence, threats or suspicious circumstances.			
44	The organisation has a policy and a system for the rapid removal of graffiti or vandalism situations.			
45	Vehicles are regularly inspected for litter and emergency cleaning.			
46	Waiting areas at stations are regularly inspected to deter misuse, litter and damage cleaning.			
47	Sanitary facilities at all stations are inspected to deter misuse and maintain cleanliness.			
48	Waiting areas and toilets at the stations are closed when there are no personnel.			
49	When there are underground passages at stations they are well lit and have mirrors on street corners to enlarge visibility.			
50	Stations without personnel or remote areas of large stations have help points/emergency or other emergency communication devices accessible and well-marked.			
51	Public information systems are in order, and are regularly used by trained personnel to inform the public.			
52	Information about delays and cancellations is given as soon as possible and includes, when possible, alternative routes and services.			
53	At stations and terminals with personnel, they have information about delays and schedule changes, and are available to explain to the public what is happening and propose alternatives.			
54	Organisation works with other agencies (municipalities, police, women's groups, etc.) to improve the safety of walking paths to the bus stops and stations.			
55	At the station there is displayed information on safe and accessible walking paths.			

› Checklist for gender audit in the transport system

		Yes	No	NA
56	Taxi parks at stations are well-lit, as well as the paths that connect them to the stations.			
57	The organisation is engaged in a programme to improve safety in parking areas. There is a safety programme in parking areas.			
58	There is available information about timetables and routes on the platforms and bus stops.			
59	The new timetables are published in advance and with sufficient time to allow the public to plan their trips.			
60	Information is provided either as brochures or at the station containing details of access to all stations/terminals along the route, including location of parking areas, taxi parks and bus stops in relation to exits.			
61	Information about routes, timetables and fares, including in shopping centres, hospitals, clinics, post offices, libraries and corporations is available.			
62	There is available information about routes at the bus stops, stations and terminals.			
63	At the terminal stations and the major bus stops there is a local map and directional signs that show different stops in the neighbourhood, stations and taxi parks, and the main places in the community.			
64	The organisation offers and provides guidelines to prevent sexism or violence in advertising that appear in transport infrastructures and transport.			
Another	There is real time information system at the stops.			

Source: Adapted from the Department of Transport of the United Kingdom by Deike Peters (2013)

› Indicators for an inclusive and egalitarian mobility

1. Result indicators:

- To reduce the average time of travel for women and men commuting to fundamental services (hospitals, health centres, schools, administrative services, etc.).
- To increase the use of public transport (in rural areas it can be to increase the number of women with a driver's license).
- To reduce the average time of commuting from school to home and vice versa, for boys and girls.
- To increase the number of working women.
- To increase the number of women with formal employment.
- To increase the number of women working in the transport sector.

2. Performance or project/process indicators:

2.1. Project preparation and planning

- Percentage of women consulted in projects planning and design.
- Percentage of women present at the project meetings.
- Number of meetings with women's organisations (local and regional) or working to promote gender equality, to mobilise women's participation.
- Number and proportion of women and men in the consultations to stakeholders and users.
- Number and proportion of women and men represented in the juries of contests, the definitions of routes, and in decision making concerning the projects planning, monitoring and evaluation.
- Number and proportion of women and men in groups of stakeholders and users.
- Number and proportion of women and men facilitators working with communities and with users' groups in the processes of transport design, planning and consultation.

2.2. Transport service improvement

- Number of trips made by men and women in a defined period of time, by means of transport.
- Time saved (hours/day) by men and women.
- Reduction in the proportion of expenditure with public transport by men and women.
- Average cost of trips made by men and women, according to the type of transport used.
- Increase in sale and use of flexible and multiple travel tickets per passenger.
- Number and percentage of men and women who are satisfied or dissatisfied with the new infrastructures or transport services, and reasons.
- Existence of systems of separate queues for men and women at the stations.
- Number of cases of harassment in public transport reported by women and girls.
- Number and proportion of security guards both male and female at the stations.
- Number and proportion of men and women working in transport (driving, inspection and supervision).
- Number and proportion of men and women working in transport (driving, inspection and supervision) with training on harassment and appropriate responses to situations of violence.

2.3. Employment and capacity generated by the project

- Number and proportion of women who were employed in different kinds of jobs: construction, maintenance, supervision, operating heavy machinery, engineering, driving, inspection, tickets sale staff, transport agencies, others.
- Number and proportion of men and women who received training in project: construction of transport facilities, surveillance, driving and operating heavy machinery, skills development, leadership, road safety audits, others.

2.4. Physical design with gender perspective

- Kilometres of pedestrian and transport paths not monitored on the sides of the roads.
- Number of pedestrian crossings per kilometre.
- Number of toilet facilities by sex, and with great capacity for women on trains and vessels.
- Number of waiting and rest areas at stations, service stations and ports.
- Number or proportion of rail cars or buses just for women.
- Number or proportion of seats reserved for women.
- Volume of additional space for parking baby prams or shopping in the carriages.
- Number of panic/emergency buttons installed at stations, service stations and ports.
- Street lighting installed per kilometre.

2.5. Project and process management indicators

- Gender equality expert or designated focal point for the project.
- Training materials on gender equality designed for the project management.
- Number of training sessions for enforcement and implementing agencies about transport and gender.
- Training provided to the project management on implementation of the gender action plan.
- Number and proportion of women in the project team who participated in workshops or reinforcement skills activities.
- Number and proportion of women employed by the project at professional level.
- Development of a gender strategy for execution and implementation by the sector or transport agency (e.g., the municipal transport company or hired by the municipality).
- Field trips or sharing of practices/contacts between agencies and transport companies about the project with gender perspective.

2.6. Reduction of social risks

- Number of awareness-raising campaigns conducted on health issues (HIV/AIDS, alcoholism, sexually transmitted diseases, infectious diseases, etc.), human trafficking, and accident prevention.
 - Number of training and awareness campaigns to transport workers conducted on health issues (HIV/AIDS, alcoholism, sexually transmitted diseases, infectious diseases, etc.), human trafficking, and accident prevention.
 - Number of men and women trained/covered by these campaigns and trainings.
 - Number of men and women employees of the local administration and police who participated in these information and awareness actions.
 - Incidence of health issues (HIV/AIDS, alcoholism, sexually transmitted diseases, infectious diseases, etc.), human trafficking, and accident prevention in the project area.
 - Reduction of the number and percentage of traffic accidents and injured people by sex and age.
 - Number of cases in which social support has been provided to accident victims or their families.
 - Number of speed control mechanisms (ramps, for example) and pedestrian crossings created by the project.
 - Reduction in average speed in residential areas.
 - Increase in the use of helmets by cyclists and motorcyclists, by sex.
 - Number of participants in training and awareness on road safety by sex.
 - Number of women facilitators in community meetings.
-

Source: Adapted from Asian Development Bank (2013)

Best practices

What examples?

Information gathering and data production



Vienna (Austria): In 1999, an urban mobility survey with gender perspective was developed, in which it was verified that men used car or public transport twice a day, and women walked more, taking several routes, used the underground, buses, taxis, ... They decided to take measures such as increasing the lighting and creating ramps in staircases in the streets in order to facilitate smooth mobility.

Lagoa (Portugal): Within the scope of the review of its Municipal Master Plan (MMP), the City Council has created and developed a Strategic Plan for the Sustainable Development of the Municipality of Lagoa, SPD | LGA, based on a participatory approach of diagnosis and planning. In the framework of this strategic planning instrument, which sought to stimulate the local actors to achieve solutions to emerging/existing problems, held 8 forums for public participation and meetings with the Parish Councils:

- 1st Forum - 40 people (individual citizens and representing Associations, Collectivities and Business Fabric of the Municipality).
- 2nd Forum - 15 people (individual citizens and representing Associations, Collectivities and Business Fabric of the Municipality).
- 3rd Forum - 9 people (citizens and representatives of the CDU and BE Parties with seats in the Municipal Assembly of Lagoa).

- 4th Forum - 50 people (Technicians of the Municipality of Lagoa residents and non residents in the municipality, of all areas of work of the Municipality).
- 5th Forum - 10 people (citizens and representatives of the PSD Party with seat in the Municipal Assembly of Lagoa).
- 6th Forum - 21 people (citizens and representatives of the PS Party with seat in the Municipal Assembly of Lagoa).
- 7th Forum - 10 people (citizens and representatives of the foreign community residing in the county).
- 8th Forum - 30 people (teachers and students of the Public High School of the county).

The outcomes of these forums revealed that the area of accessibility, mobility and transport is one of the most vital for people and groups consulted. There were identified weaknesses related to the parking areas, with circulation and car parking inside urban spaces, and the difficulty in walking due to the lack of spaces devoted to walking without barriers and without danger or even related to the inadequacies of the public transport network.

As a result, and following the participatory approach initiated in refurbishment projects, such as the "Square Street ", the diagnosis was deepened with a forum for public participation with citizens of the surrounding area. This forum, which was widely disseminated with the distribution of posters in commercial establishments, leaflets and press release in the local newspaper, had a participation of about 30 people. At this event the project was presented and discussed, allowing the population a chance to choose the colour of the pavement, the direction of traffic or how parking should be organised in the area.

Participative Forum about Rua da
Praça in Lagoa.



Advocacy, awareness and community mobilisation

<https://tfl.gov.uk/info-for/media/press-releases/2015/february/safer-travel-at-night-campaign---2014-successes>

London: Safer Travel at Night Programme. It was an initiative to draw attention to the dangers of using illegal minicabs. There were also released underground campaigns, as well as police backup.

Several countries: feminist campaigns have alerted to the physical and symbolic usurpation of public transport by men, especially in the underground, for travelling "open legs".

New York video campaign:
<https://www.youtube.com/watch?v=oo6D4MXrJ5c#t=15>



**Dude...
Stop the Spread,
Please**

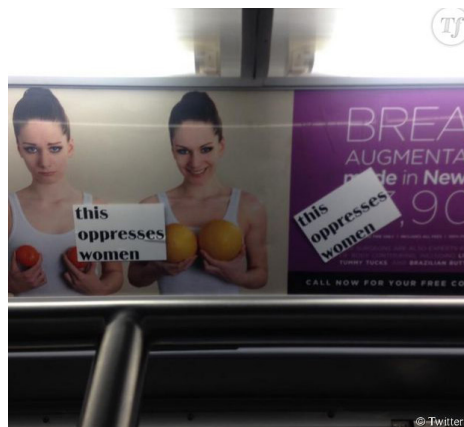
It's a space issue.

Images of the Campaign of a Turkish feminist association (IFKFeminister) in 2014.



New York (USA): Campaign of a feminist association against sexist advertising in transport.

Campaign photo This Oppresses Women, New York.



France (2015): Government has created a National Plan to Combat Sexual Harassment in Transports, with extensive campaigns.



12 ENGAGEMENTS CONTRE LE HARCÈLEMENT SEXISTE ET LES VIOLENCES SEXUELLES DANS LES TRANSPORTS

>> MIEUX PRÉVENIR

1. Des "marches participatives" d'organismes pour sensibiliser la sécurité des femmes dans les transports
2. Une campagne de sensibilisation à l'automne 2015
3. Des messages pérennes
4. L'expérimentation de l'arrêt à la demande des bus de nuit
5. La mobilisation des services de l'État sur toute la territoire

>> UNE RÉACTION PLUS EFFICACE FACE À CES SITUATIONS

6. Des services d'aide téléphonique plus efficaces
7. Valeurs par SMS pour plus de sécurité
8. Le développement de nouveaux outils technologiques d'aide et de signalement
9. Un travail conjoint de tous les partenaires

>> MIEUX ACCOMPAGNER LES VICTIMES DANS DES TRANSPORTS PUBLICS NON SEXISTES

10. Des personnels mieux formés
11. Favoriser la nuit dans les entreprises de transport
12. Lutter contre la diffusion des messages sexistes

#Harcèlementtransports

London and Berlin (2016): The Mayor of London decided to ban public transport advertisements which promote images that pressure people, especially girls and women, to have a particular appearance. He also requested that the London Transport (TfL) creates an advertisements' monitoring group to apply the new policies. The decision occurred following the public reactions to an advertising campaign of ProteinWorld, whose posters in the London underground had a model in a bikini with the question "Are you beach body ready?".

In Munich, Germany, a discussion was raised following several complaints from local residents and passers-by regarding a billboard advertising a brand of bikinis, placed in the *Marienplatz* square, with a very skinny model. A member of the Parliament criticised the advertisement because it “teaches girls that they should be as thin as possible, almost anorexic”. These complaints and public discussions arise as a result of a law proposed by the German Minister of Justice on advertising that sexually objectifies both women and men.

Women’s empowerment and strategic partnerships development

France: transport sector manufacturers committed themselves to follow a letter of recommendations from the Women’s on the Move Association, Transport in the Feminine, and consulted with them during the design of new vehicles. They were consulted with regard to safety, accessibility, internal configuration of vehicles.

Peru: as part of improving road infrastructures, training was held and there were considered gender indicators and women’s expectations. Women also participated in the project committees. At least 10% of staff working for infrastructures and transport companies had to be women. The final result allowed gains of half an hour in travel time, reduced transport costs, and increased the quality of services. More accessible, appropriate and fast transport improved women’s access to services, schools, markets for the sale of products.

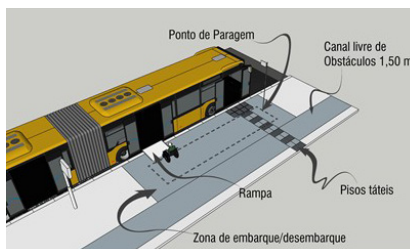


Liaoning (province of China): women were integrated into the various phases of the project. Working groups were created and separated into men and women. Women were able to express their specific needs, as well as problems of safety on buses. The problems presented by women resulted in changes to the initial project to improve secondary roads, traffic management, the creation of more pedestrian crossings and passages, lighting installation and higher frequency of buses.

France: The Women’s on the Move Association, Transport in the Feminine, in collaboration with the official mechanism for equality, has produced a video entitled “Public Transport, a work for women”, which was used by the Ministry of Education and the Ministry of Employment to increase the awareness of young women for the jobs in the transport sector (driving, inspection and maintenance).



Air transport: There have been protests regarding the code restrictions of the flight attendants' attire. British Airways allowed, in 2016, the air hostesses to wear trousers, after their own several appeals invoking, interestingly, Zika threats. In 2015, air hostesses of the Israeli El Al company demonstrated against the use of stiletto high shoes, because of health damages and discomfort.



Gender equality in local practices and in the provision of services to the community

Liverpool (2015): was the first city to create fast walking lanes on the roads, allowing users to speed through busy streets.

Lisbon: Pedestrian Accessibility Plan (PAP), which has created a kind of style book where rules are systematised and models considered accessible and safe are presented.



Lisbon City Council also held about 700 interventions in order to definitely displace, replace or remove existing signs on pavements, aiming to improve people's mobility.



Montreal (Canada): it was a leader in innovation fighting against insecurity and feelings of insecurity, establishing a partnership among the municipal organisations and women's groups to introduce the mainstreaming gender in transport. Women represented more than 60% of the users. According to women's suggestion, the Traffic Commission created, in 1996, a service that allows women to request for a stoppage in order to be closer to their destination. Underground accesses were also made safer.

Helsinki (Finland): People travelling with baby prams do it for free.

Ferreira do Alentejo: Created the **Elderly Support Service (ESS)** that offers transport and assistance taking the elderly to medical appointments, and health education measures. Complemented with the Programme +Health, which provides technical staff to accompany the elderly to medical appointments; schedule medical appointments; accompany them to the pharmacy.

Pombal: PomBus-Urban Transport of Pombal (started in 2008). It conducts hearings in relation to routes and courses and implementation of suggestions regarding courses, routes and timetables. Questionnaires were distributed on buses, at schools and in the City Council to collect suggestions from those who use the transport. Concern in responding to all the presented suggestions.

Another concern of the municipality was to create stops in open spaces, with good visibility.

Gender Audits in Transport (GAPVV - operating in the municipality).

There is a special transport pass to accompany descendants in PomBus.

Lisbon - Lx Door-to-door: 22 minibuses moving to less accessible historical quarters. It is free, provided by smaller vehicles, equipped with lifting platform for people in wheelchairs, plus children prams; they all also have an electrical step that makes it easy to access. This service is intended primarily to retired people, to people in need and to children going to or coming back from school.



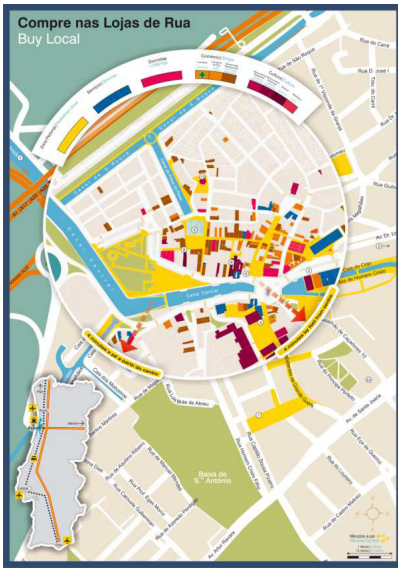
Lisbon, Parish County of Park of the Nations. Supportive Transport. Social response, with free character, directed to people over 55 or in situations of social isolation. Its goal is to contribute to the improvement of the living conditions of individuals and families, improving their accessibility to services and activities of everyday life. This project also facilitates transport to Clinical Services (public or private health services), playful and recreational activities; services of daily life, including visits to the post office, banks, finance services, social security, among others. This service can be scheduled with 3 days' notice.

PediBus, free "human bus". In this case, children, accompanied by one or more adults (students' family members or in rotation system), follow the walk to school, according to a path with predefined stops.

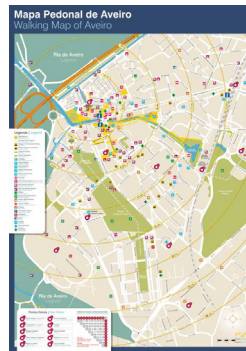


Good condition of the pedestrian infrastructures: Knowing that women move more on foot and by public transport, pedestrian pathways obstacles will have a particularly negative impact on them. Conversely improving footpaths, enlarging pavements, as well as good location of pedestrian crossings have very significant positive impacts for those travelling on foot.

Own photo:
Alverca station.



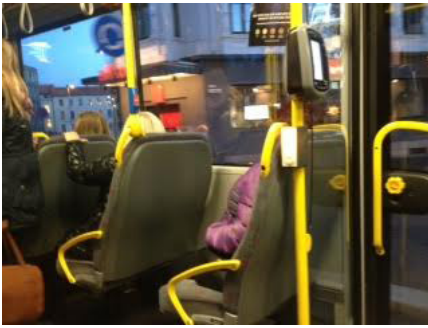
Aveiro, Portugal: International project Active Access has developed various actions for the promotion of soft mobility with several stakeholders. Among other actions, street surveys were held, mobility audits; press conferences; street exhibitions; pedestrian city mappings, with distances between stops; seminars. As a result a campaign called “We Are All Pedestrians” was promoted in order to improve pedestrian mobility, local economy and raise awareness on those driving automobiles, as well as to empower residents to watch over abusive behaviours of motorists and take care of their own streets. Another campaign was “Get Wheels For Shopping On Foot”, where shopping trolleys were offered to prevent the argument on the weight of purchases and upgrade the image of those shopping at local businesses. Traders and customers were invited to leave fliers on illegal parked cars in order to enforce their rights.



Own photo

Good condition of the bus stops: One should be aware of the good condition of the bus stops to ensure comfort and safety (lighting, visibility, etc.)





Own photo. Oslo, Norway.

Design of vehicles: the space of public transport vehicles should take into account women travelling with children, shopping trolleys, shopping bags, etc. In some countries urban buses have wider seats and/or large spaces to accommodate trolleys or packages.

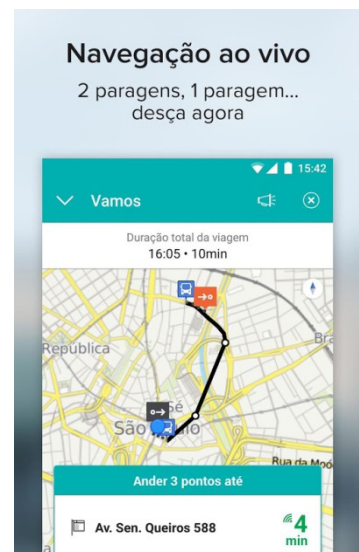
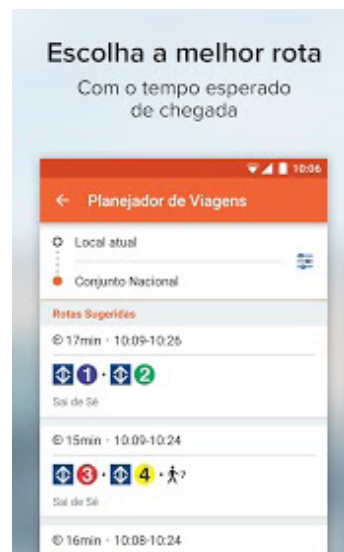
Another important element has to do with accessibility. In this way vehicles with lowered floors and large doors are required.

New communication and information technologies, for real-time information:

Stops with countdown: Information system indicating the waiting time for the desired transport. It already exists in several cities.



Lisbon, Oporto, Coimbra and Funchal (TransitAppMoovit): Traffic application for mobile phones that help those who use public transport with real-time traffic information. Through this application, one may consult updated information on ten different transport systems in Lisbon, notably the Lisbon Underground, underground lines, transport from the South and the lines of TP - Trains of Portugal, and five transit systems in Oporto, including the lines of TP and the Oporto underground, for example. The application has a "Community Programme", allowing those who use it to send reports about their travel experiences, such as congestion data, cleaning and changes in services, which are presented in real time.



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