

Workshop: “Mobility and sustainability in terms of gender perspective in metropolitan areas”

Barcelona, 6 July 2016

In order to spark debate within Metropolis on key issues for metropolitan areas: social sustainability and mobility that includes all citizens, the Metropolis association, with the Metropolis Women International Network, organised a workshop entitled "Mobility and sustainability in terms of gender perspective in metropolitan areas", which took place in Barcelona on 6 July 2016. The event, which featured representatives of Metropolis member cities, 8 cities in the Barcelona Metropolitan Area (AMB) and some of the collaborating organisations, was a great opportunity to forge synergies and generate interdisciplinary debate on mobility and sustainability from a gender perspective in metropolitan areas, as well as possible projects for Metropolis and the cities themselves to implement.

The first part of the workshop featured two presentations on the importance of incorporating a gender perspective into mobility and sustainability policies in our cities.

The first conference, entitled *“Social sustainability or the right to cities that sustain life”*, portrayed the contemporary city model, organised around a gender-based division of labour: reproductive/feminine/private vs. productive/masculine/public. This establishes the guidelines for organising our cities, reproducing the power relations between the sexes, which establish hierarchies and priorities and perpetuate patriarchal values. Therefore, cities overlook the experience and vision of women, considering reproduction to be their only role, relegated to private spaces, while taking as universal the needs and requirements of healthy male users of reproductive age, with purchasing power and without family or care responsibilities. It is a city model that doesn't take into account spaces for co-existence, the timing and wisdom of everyday life.

Therefore, there is a need to conceive of the city as a space of social inclusion, collective self-esteem and community cohesion, where urban policies must be created with the integrity and diversity of situations and actors in mind. The right to the city is the maximum expression of the democratic rights of the people in any of their variants of choice, of paths and use of space, values of use and access to surroundings. The recipe: recovering daily life, putting sustainability of life at the core of every policy.

Afterwards, there was a conference called *“Urban mobility from a gender perspective”*, which affirmed that sustainability from a gender perspective is one of the core pillars for building and having access to diverse, caring, sustainable cities that are planned to facilitate daily life, fostering proximity of different urban activities, mixed use and compactness.

This way, the idea is to give the same importance to all daily activities undertaken, whether belonging to the family, domestic, recreational or labour sphere; posing a system of mobility as a means to access the spaces of the city and its surrounding towns (metropolitan areas) in order to conduct daily business.

Likewise, a comparison was drawn between different mobility guidelines depending on gender, highlighting the fact that work-driven mobility, linear paths towards the centre (typically male), is prioritised over radial journeys, short and complex (predominantly female). This is why the presentation posed the need to carry out gender-based diagnoses of urban mobility, which extends far beyond the city limits and affects a much broader territory.

Finally, several metropolitan strategies were presented to foster inclusive, safe and sustainable mobility. In terms of inclusive mobility, the event stressed ensuring physical, economic and social accessibility. Regarding safety in mobility, the focus turned to two issues in particular. On the one hand, improving urban elements (lighting, visibility and accessibility) and, on the other, including the idea of community (planning the city as a public space, spaces that are alive, active neighbourhoods). In order to promote sustainable mobility in our metropolitan areas, we must incorporate female mobility models based on:

- Public transport: adapting to time (time tables and frequency) and space (relationship between centre and periphery, new centralities)
- Metropolitan bicycle transport: with cycle paths connecting towns
- Pedestrian mobility, prioritising the diversity of uses in neighbourhoods

After the presentations of the theory framework, two experiences were shared regarding social sustainability and mobility: one from Seoul and one from Barcelona, respectively.

Seoul: “Home visits” wellbeing system with a gender-sensitive focus

What is it?

- Provides personalised services based on the individual’s needs
- Provides health and wellbeing services through home visits (especially for households with new-born or elderly members)
- Identifies blind spots by visiting homes directly
- The network of centres has expanded and grown throughout Seoul

Why does this wellbeing system focus on women in particular?

Due to the feminisation of poverty caused by: labour conditions for women, reproductive and care role, possession of assets/property, low income, etc.

Measures to redesign the system with a gender-sensitive approach:

- Gender-sensitive statistics reveal discrepancies between genders and help identify the impact of policies and measures implemented and their effectiveness.
- Launching a pilot programme of wellness planners for women and children
- Basic training for staff joining the team of planners

- Manual on gender-sensitive cases and Service manual for single-mother households and families with children



Barcelona: Gender analysis and proposal for workday mobility study

The workday mobility study conducted by the Barcelona City Council analyses mobility from a gender perspective that provides a visual representation of the differences in the habits and needs of men and women.

Results of the study:

- Women do more journeys that are shorter in distance and not always work related. They are less likely to have the means to purchase a car, are more reticent to cycle (fear) and have a greater perception of lack of safety.
- Men are the main users of private transport and have a higher accident rate.

Proposals to improve the workday mobility survey:

- Expand categories of journeys: Work / Personal / Family / Social participation
- Analyse not only the reasons for using public transport but also those for NOT using it.
- Include on the survey whether the person is travelling alone.

- Include on the survey whether the person is carrying heavy items.
- Use inclusive language.
- Distinguish between sex and gender.

Proposals to design mobility policies:

- Accessibility
- Proximity
- Frequency and timetables
- Concept of safety
- Raising awareness and promoting public transport

After the presentations, the participants broke into work groups to discuss the achievements and challenges of their cities and to propose projects that Metropolis could carry out in order to help their cities achieve their current goals in fostering sustainable mobility. The tables with the ideas discussed and agreed on are included as appendix 2 to this document.

Below are the conclusions of the workshop, including the main ideas to come from the breakout groups.

Conclusions

Our current city model is based on the foundation of a patriarchal model of a far-off city, of unfocused, unlimited growth, where visions, needs and experiences are subordinated, versus a feminist model of a close, diverse, caring and sustainable city, which incorporates comprehensiveness of requirements and wisdom of daily life, and puts people and daily life at the core of policy.

Urban planning and governance with a gender perspective is the most powerful tool for building safer, more inclusive, more human cities that incorporate absent viewpoints, as a result making them more democratic cities in which we can all equally exercise our right to the city.

Individual mobility can become a democratising tool to achieve this right to the city, which is essential for social and economic insertion of individuals, mainly those who have been made invisible. From a feminist perspective, we are committed to *new mobility paradigms that are less tied to private transport, calling for metropolises that are more accessible not faster, more pedestrian-friendly and less contaminated*¹. Therefore, we want to commit to sustainable mobility that

¹ Miralles-Guasch, Carme. *Dones, mobilitat, temps i ciutats. (Women, mobility, time and cities)*

prioritises a good public transport network and bridges the gap between different urban activities, thus achieving significant environmental benefits.

During the workshop, the participants agreed that it is necessary to foster sustainable mobility in our cities that meets the needs and interests of all residents. To do so, it is important to implement an integrated travel system with rates according to the profile and economic power of different groups (economic accessibility). Likewise, the importance of intermunicipal jobs and multilevel collaboration (municipal governments with supramunicipal governments) was highlighted as a way to share visions and agendas that help foster sustainable mobility that is accessible to all and deprioritise motorised private transport options. Furthermore, a key issue brought up by many cities is the need to put a stop to sexual harassment, and that of other sorts, on public transport and in public spaces. To do so, we will all have to work together.

The participants also asked Metropolis to offer and promote a place to share the gender-based experiences and good practices in social sustainability and mobility in the cities.

APPENDICES

1. Programme for the workshop “Mobility and sustainability from a gender perspective in metropolitan areas”, 6 July 2016

9:15 am. Welcome

Welcome and presentation by Secretary General of the Association Mr Felip Roca.

Welcome and presentation by President of the Metropolis Women International Network Ms Laura Pérez Castaño.

9:30 am. Presentation of theory contents

- *“Social sustainability or the right to cities that sustain life”* by Mariela Iglesias, Institute of Government and Public Policy (IGOP), member of the Territorios Olvidados platform.
- *“Urban mobility from a gender perspective”* by Helena Cardona Tamayo, architect at Equal Saree.

10:30 am. Sharing experiences

- Seoul, *“Home visiting welfare system”*, by Ms Angela Kang, President of the Seoul Foundation of Women and Family.
- Barcelona, *“Gender analysis and proposal for workday mobility study”* by Georgina Monge, Equality Agent in the Centro de Igualdad and Recursos para las Mujeres (CIRD), which belongs to the Transversality Department of the Barcelona City Council.

11:00 am. Break

11:30 am. Group activity 1: “Achievements, challenges and priorities”

See Point 2 of Appendices.

12:00 pm. Group activity 2: “Prioritising projects”

See Point 2 of Appendices.

12:45 pm. Group activity 3: “Voting”

12:55 pm. Conclusions

2. Results of the group activities

Two group activities were held with the participating antennas of the Metropolis Women International Network, the city councillors for Mobility and Urban-Planning from the Barcelona Metropolitan Area (AMB) and the as well as the Centro de Igualdad and Recursos de las Mujeres de Barcelona (CIRD) and collaborating organisations, such as the CGLU and consultancies.

The first activity consisted in coming up with a list of key ideas on the themes of mobility and sustainability, defining their achievements, establishing challenges and setting priorities to enrich the perspectives and experiences of all the participants. This work led to the following results.



Activity: “Achievements, challenges and priorities”

Arena	Achievements	Challenges	Priorities
Mobility	<ul style="list-style-type: none"> • Implementing guidelines that share a view of gender (Law on accessibility, equality, mobility, combating climate change, etc.) (AMB cities). • Integrated public transport ticket. • Physical space for prams on public transport. • Manual of recommendations to introduce a gender perspective for urban planning. • Good practices to incorporate a gender viewpoint in urban planning. • Network of busses adapted to the needs of public transport users (routes, timetables, frequency, prices, etc.). • Incorporating the gender issue throughout the political agenda. • Incorporating the gender viewpoint in public mobility plans. • Updating vehicles (Abidjan and 	<ul style="list-style-type: none"> • Increasing frequency of bus stops. • Improving intermunicipal connections. • Improving timetables and frequency of public transport and cutting travel time. • Including integrated tickets into different public transport options. • Designing public spaces, the city with a gender point of view (AMB cities). • Ensuring equal access to transport, regardless of gender or purchasing power (AMB cities). • Making sure cities are 100% safe for women, both in real and perceived safety (AMB cities). • Increasing the number of female cyclists (Brussels). • Boosting economic accessibility of public transport (Athens and Barcelona). 	<ul style="list-style-type: none"> • Working with and having access to gender-segregated data (AMB cities). • Training and raising awareness among staff in public administrations (AMB cities). • Incorporating a gender viewpoint into schools (AMB cities). • Cutting transport costs (Barcelona). • Ending harassment on the streets (Athens and Seoul). • Campaigns against harassment (Seoul). • Raising awareness of gender equality. • Promoting the use of bicycles. • Implementing measures to encourage walking (direction and location of signs and length of street lights, etc.). • Lowering public transport fares.

<p>Dakar).</p> <ul style="list-style-type: none"> • Increasing visibility of pedestrian crossings (Abidjan and Dakar). • Bus lanes (Barcelona and Seoul). 	<ul style="list-style-type: none"> • Increasing cycling infrastructure (Athens) • Improving public lighting (Barcelona). • Curbing harassment on public transport (Athens and Seoul). • Respecting spaces set aside for women, the elderly and the disabled (Dakar and Abidjan). • Raising awareness among drivers and citizens. • Creating a gender-perspective diagnosis of the use of public transport.
<p>Sustainability</p> <ul style="list-style-type: none"> • Taking back pavements • Introducing bicycles (Athens). • Modern infrastructure. • Taking back public spaces (green areas). • Spaces set aside for women on public transport. 	<ul style="list-style-type: none"> • Diversifying transport options. • Improving safety for cyclists. • Integrating bikes into the city while ensuring safety of pedestrians. • Integrating bikes into large metropolises (Buenos Aires). • Installing lifts at all metro stops. • Extending restrictions on private motor transport (especially cars) in the city centre while there are no other alternatives (Athens). • Including gender perspective on

the urban planning agenda.

- Searching for financial resources (Abidjan, Dakar).
- Increasing and improving interaction spaces (squares, parks, pavements, etc.).

The second activity aimed to identify projects that could be carried out by the Metropolis association to support cities in achieving their sustainability and mobility goals. Given that some of the projects discussed can't be carried out by an international organisation like Metropolis, we have decided to include a column specifying whether the project should be led by a local agency or can be conducted from Metropolis, in order to help members be more accessible cities for all.

The challenges are in order of priority, depending on the votes they received from the participating individuals.

Activity: “Prioritising projects”

Challenge	Which projects should be the top priority in our cities to achieve our goals?	Which projects should be implemented by Metropolis to support our cities to achieve our goals?	Which ones can be carried out? (alliances, resources, tools)
1. Sharing good practices to incorporate a gender viewpoint into urban policies (17 votes)		<ul style="list-style-type: none"> • Create a white paper of good practices in gender and urban mobility policies 	<ul style="list-style-type: none"> • Through the “<i>Policy Transfer Platform</i>” • Through the “Xarxa Mobal” good practices in mobility and gender (Barcelona Provincial Council)
2. Fare system: making public transport financially accessible to all users with integrated rates (13 votes)	<ul style="list-style-type: none"> • Creating integrated ticket to use same ticket on different modes of transport. • Create proximity ticket. • Reduced fares for groups with limited financial resources. • Political lobby. 		<ul style="list-style-type: none"> • Intermunicipal alliances and with Metropolitan Transport Authority (Barcelona)
3. Gaining space from private motor traffic to promote sustainable mobility in our metropolises (12 votes)	<ul style="list-style-type: none"> • Integrating bicycles as a metropolitan-level mode of transport. • Creating cycle parking at metro entrances. • Improving frequency of public transport • Encouraging use of cycle + electric cycle • Having several towns and administrations working together (also state level) 		<ul style="list-style-type: none"> • AMB • Benchmark good practices • Manual of recommendations • Include on Shared Public Agenda

	<ul style="list-style-type: none"> • Special measures for pregnant women, children and individuals with reduced mobility 	
4. Intermunicipal and multilevel collaboration	<ul style="list-style-type: none"> • Diagnosis of journeys • Shared vision among different levels of government (municipal, supramunicipal) • Creating new centralities • Creating new train lines 	<ul style="list-style-type: none"> • Alliances among towns • Lobby
5. Training public workers in mobility and urban planning	<ul style="list-style-type: none"> • Introducing a gender perspective into existing mobility programmes 	<ul style="list-style-type: none"> • Creating tools to give civil servants professional skills • Programme + create networks • Partnering with the Metropolis International Training Institute (MITI) • Workshops and courses
6. Raise awareness	<ul style="list-style-type: none"> • Communicate the benefits of public transport in different media outlets 	<ul style="list-style-type: none"> • Surveys • Evaluations • Campaigns to raise awareness
7. End sexual harassment on public transport	<ul style="list-style-type: none"> • Campaigns to raise awareness (adapted to each city) 	<ul style="list-style-type: none"> • Collaborating with non-governmental organisations
8. Improve public transport routes	<ul style="list-style-type: none"> • Better planning of routes (not only to/from centre) 	

3. List of participating cities and organisations

- Barcelona City Council councillorship for Feminism and LGBTI issues
- Barcelona City Council Department of Mobility
- Badalona City Council Department of Gender
- Gavà City Council Department of Equality
- Molins de Rei City Council Department of Equality Policies
- Sant Andreu de la Barca City Council councillorship for Urban Planning
- Sant Boi de Llobregat City Council councillorship for Mobility and Infrastructure
- Sant Vicenç dels Horts City Council councillorship for Urban Planning and Equality
- Viladecans City Council Department of Mobility
- Abidjan
- Athens
- Brussels
- Barcelona
- Buenos Aires
- Dakar
- Santiago de Chile
- Seoul

Participating organisations

- CGLU
- Territorios Olvidados Barcelona
- IGOP (Institute of Government and Public Policy-UAB)
- Equal Saree, Barcelona
- CINESI

