

Mobility and gender

Gender Keys 04

How can we build the right to the metropolis ?

As we have discussed in previous issues of the Gender Keys collection, **urban spaces are not neutral**. But what's more, **neither are urban services** - they are planned by prioritising visions and needs that are based on what are known as gender inequalities. **Mobility is a clear example of this.**

As our metropolises have been built on the basis of a 'distant' city model, one of sprawling and unlimited growth - in which we live in one place, work in another and study in a third - **mobility has become an essential tool to the right to the city.**

Mobility analyses have traditionally focused on male mobility, which is based on private transport and linked to formal workspace, to the **exclusion of female mobility**, which is based on public and sustainable means of transport, and associated with caregiving.

The dearth of perspectives when planning metropolitan public transport systems is a result of:

- The **under-representation of women in decision-making** processes: women represent 28% of the elected officials and decision makers in our metropolises
- The **insufficient political will** to formulate inclusive mobility plans
- The shortage of **data disaggregated by gender**
- The **lack of mobility and gender indicators** in mobility plans

As a consequence, transport systems have led to the exclusion of elements such as the subjective perception of **safety, physical and economic accessibility**, etc. All these factors entail **restrictions on women's mobility** and, therefore, on the opportunities they could gain through **equal access** to fundamental goods and services: health, work, education, and leisure.

MOBILITY OF CARE, OR HOW TO SUSTAIN LIFE IN OUR CITIES

Travel for care purposes, that is trips that support everyday life, such as shopping, accompanying dependants, and visiting and caring for the ill, among other tasks, are characterised by short, multiple and complex journeys that take place outside established time slots, either on foot or via public transport.

Despite being the **most sustainable** trips and **representing 40% of total journeys**, these journeys are difficult to incorporate into mass mobility strategies.



How can we draw up inclusive metropolitan mobility plans?

In the world that follows the COVID-19 pandemic, female mobility and its patterns, purposes and modes of transport will be a consideration towards more sustainable, safe, inclusive and resilient metropolises.

Metropolitan mobility with a gender perspective is a democratising tool, and an indispensable condition for building a 'full citizenship'.



11 SUSTAINABLE CITIES AND COMMUNITIES



So that metropolises leave no one behind, urban spaces must adopt a metropolitan vision of the **right to mobility**, based on:

1. A metropolitan, multilevel and intersectoral **governance with a gender perspective**
2. Cities that are planned to make everyday life easier, opting for **proximity** between different urban activities, a **mix of uses**, and a **compact structure**
3. **Female participation in metropolitan mobility planning** to ensure the incorporation of women's needs and demands
4. An **inclusive and interconnected public transport system**, where the centre connects to the outskirts and the outskirts to each other, as a tool that encourages more diverse, caring and sustainable metropolises
5. **Mobility of care**, characterised by proximity and logical routes, recognising the journeys that are necessary to support life

CASE STUDIES



ADDIS ABABA

SUSTAINABLE TRANSPORT SYSTEM

Addis Ababa's light rail and bus rapid transit project addresses the challenges rising from an aging transport system combined with fast-growing urbanization to ensure a prosperous, equitable, and sustainable city for the future.

[\[+info\]](#)



BERLIN

M4GUIDE_MOBILE MULTI_MODAL

m4guide stands for an integrated communication and navigation system by which the user is led continuously from door to door. As a result, the m4guide increases the user's opportunities for mobility in the city. [\[+info\]](#)



MEDELLÍN

METROCABLE

In 2004, Medellín opened the first cable car as part of the public transport system. This gondola lift is supported by the municipality and embedded in an integrated urban development programme. It creates opportunities for the city's poor population and reduces marginalization. [\[+info\]](#)



TORONTO

TORONTO TRANSIT COMMISSION (TTC)

A new TTC campaign, #ThisIsWhere, raises awareness of sexual harassment and assault that takes place on public transit. The SafeTTC App offers Toronto Transit Commission (TTC) customers a method for reporting harassment, safety concerns or suspicious activity, in a station or at a bus or streetcar stop. [\[+info\]](#)

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