Urban Mobility Days 2020

Building bridges or widening the gender gap? What’s the role of transport

Gender perspectives in Urban Transport
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Global Context

The world is becoming increasingly urbanised

Pre COVID /Post COVID

There are deep socio-demographic changes in our societies, partly due to:

- Migration
- Living longer & women tend to live longest (in EU 83/78 yrs)
- Changes in family structures (one parent families, heads of households, ‘who’ stays at home, dislocation from intergenerational support networks)
- Gender pay gaps, occupations & caring roles
- Career breaks, part time /informal work

It doesn’t mean we are the same!
European Context

Women are not a niche group and not all of us are ‘vulnerable’!

Source Eurostat 2019
Transport remains resolutely masculine!

Women are more often employed in the health, social and education sectors whilst construction, transport and manufacturing are male-dominated.
In Europe, one-third (30%) of employed women work part-time nearly four times more than men (8%) (2018). The unemployment rate for women was 7.1%, higher than the rate for men (6.4%) in 2019.

Female unemployment rate is higher than male unemployment rates, and is likely to increase.

Global unemployment rate is 5.8% (5.5% male 6.2% female) and a similar gap can be seen in youth unemployment.

Transport provides the access to employment, education, health facilities and leisure.

Women need equitable access to be able to access work...
Yet transport is not serving them well..

Everywhere

- Approximately 7 in 10 workers in essential occupations are women.
- 740 million women work in the informal economy – their income fell by 60% during the first month of the pandemic.
- Many jobs held by women cannot be shifted to home work.

Sources Eurostat 2018, 2019 & UN WOMen
Growing International Recognition

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

Workers
• Recruitment
• Discrimination, violence & harassment
• Stereotyping & unconscious bias
• Little data....

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

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

A number of misconceptions remain prevalent e.g. if transport is available people will use it ...

The reality more complex than:

- Women rely on public transport more than men ....
- Make numerous short walking trips...
- Women use buses more than rail ....
- Women and their transport behaviour is more affected by life stages (children = more trips)....
- They are risk averse...
- infrastructure is not gender neutral...

Source: Ella se mueve Segura / She moves Safely * Safe and Sound
Important data about women and girls is incomplete or missing.

Through partnerships with UN agencies, governments, civil society, academics, and the private sector, Data2X is working for change.

**Gaps in gender data hinder COVID-19 response efforts**

- **Globally,** there is insufficient data to measure the long-term gendered impacts of COVID-19.
- **Limited evidence and disaggregated data** was a key challenge for almost all 47 countries that presented their Voluntary National Reviews at the July 2019 HLPF.
- **Financial and political investment in gender data** by governments and donors is needed to close gender data gaps.
- **There is an urgent need to close data gaps** related to women’s paid and unpaid work and a major barrier to recovering from COVID-19 and achieving SDG 5.
Lots of areas we have a very weak evidence base with major gaps

- Modal choice (life stage)
- BAME – e.g. UK Statistics
- Impact of COVID
- Unconscious bias in planning, research and decision making (speed over connectivity ... modal shift over accessibility ...
Does it matter?
Aren’t women going to benefit if transport is improved?

Key findings based on views of 150 international professionals via survey (women /= gender)

- High level of dissatisfaction on the quality & quantity of data (generally) for inclusive transport
- Impact of COVID heightened existing fault lines
- How to be able to “Build Back Better” if we don’t know where we are starting from?

➢ USERS /WORKERS?DECISION MAKERS/INFRA

• Few cities or operators collect disaggregated trip data
• Even when data was available little capacity to analyse or use it for planning (e.g. sexual harassment)
• Many models could take it into account
• Lack of interest and comfort of BAU
• Little understanding/recognition of differences
Increasing number of tools

Source Eurostat 2019

SUMP Topic Guide on gender equity and vulnerable groups

Upcoming FIA Foundation report – counting women so women count
THANK YOU

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