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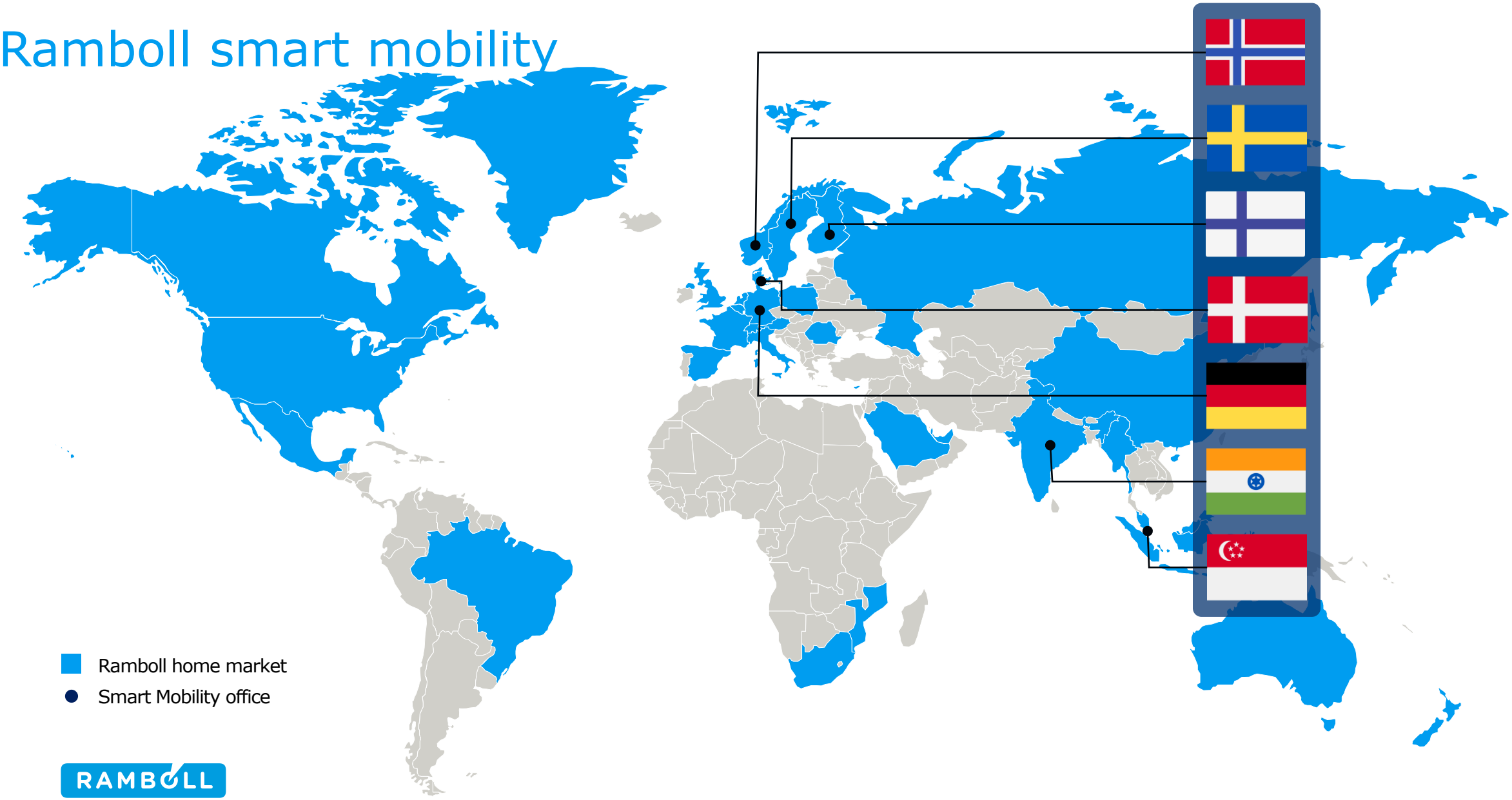


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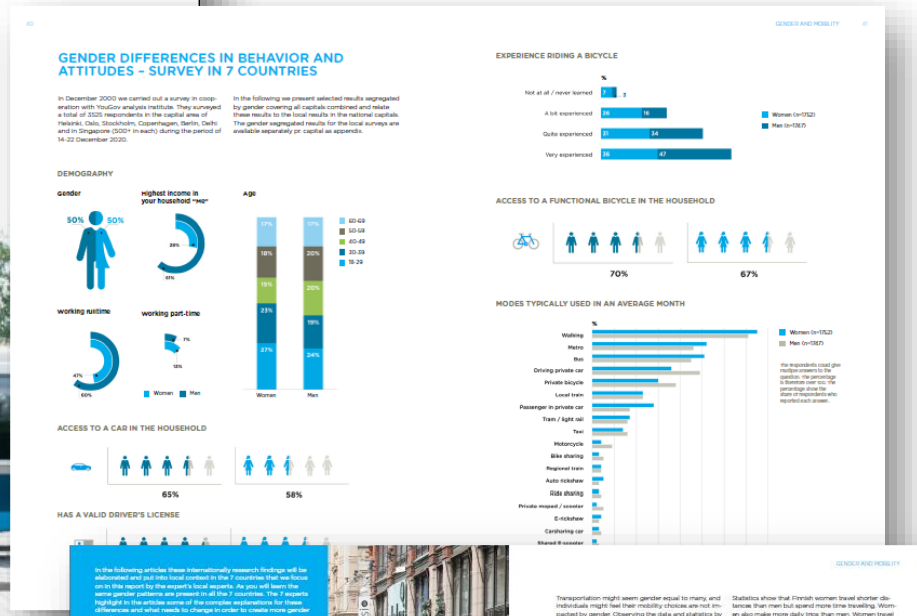

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[Link to report]

International research shows

blogs.worldbank.org/transport/transport-not-gender-neutral

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Transport is not gender-neutral

KARLA GONZALEZ CARVAJAL & MUNEEZA MEHMOOD ALAM | JANUARY 24, 2018

This page in: English

Transport is not gender-neutral. This was the key message that came out of a high-level gender discussion co-hosted by the World Bank and the World Resources Institute during the recent Transforming Transportation 2018 conference, which was held in Washington DC between January 11-12, 2018. This was the first time in the 15-year history of this annual event that a plenary session looked specifically at the gender dimensions of transport.

transportpolicymatters.org/2020/02/06/gender-is-one-of-the-most-robust-determinants-of-transport-choice/

Home "Gender is One of the Most Robust Determinants of Transport Choice"

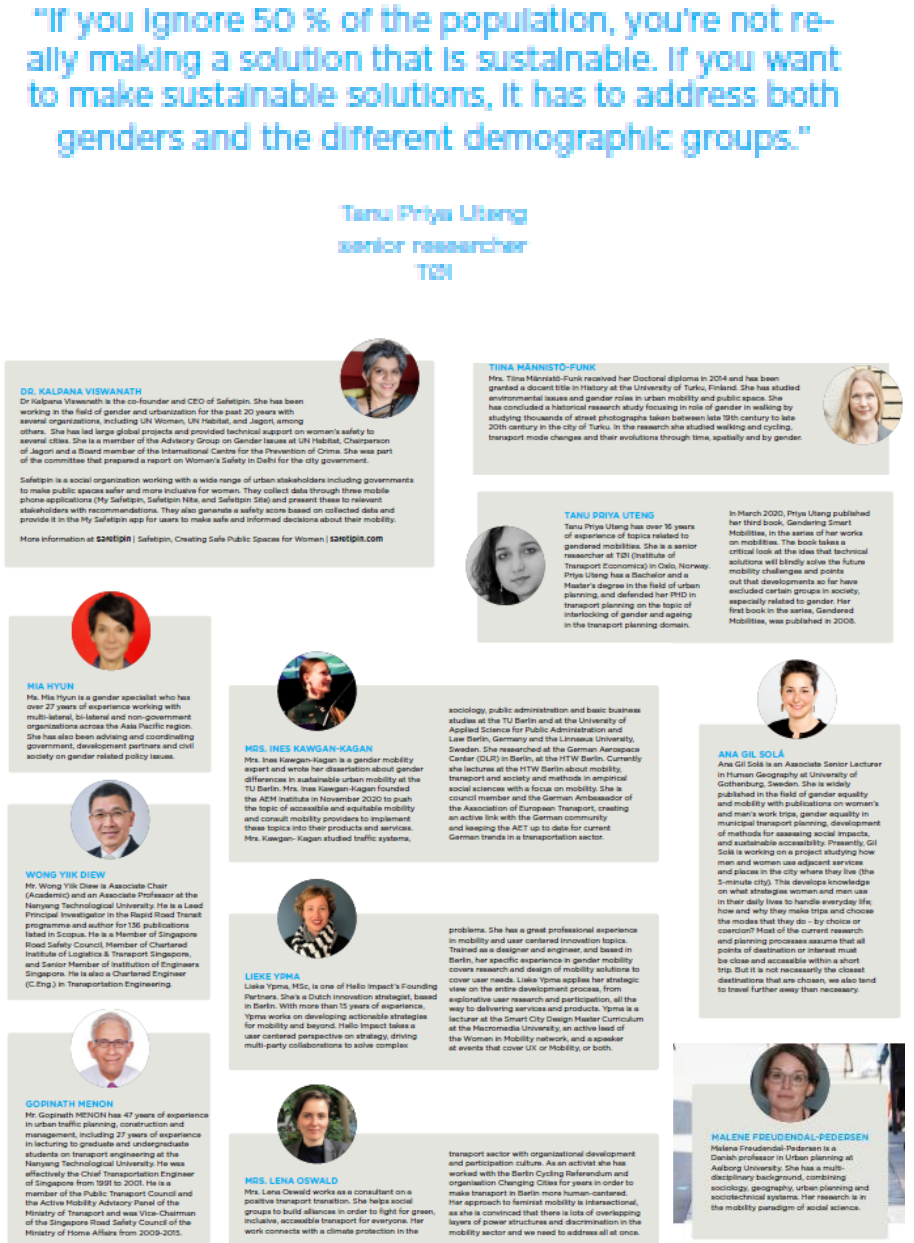
"Gender is One of the Most Robust Determinants of Transport Choice"

February 6, 2020 International Transport Forum All Transport females, gender, girls, safety, security, STEM, transport, women

What has gender got to do with transport? A lot, but few people know it. That needs to change, was the message from a consultation on gender and transport organised by the ITF with 34 transport stakeholders.

The Experts say

- Historical, cultural and structural gender inequalities influence men and women's mobility patterns and mode choices
- Transport sector male dominated
- Gender data gap in transport sector
- Gender impact analysis of policies, plans and projects seldom carried out
- Transport systems and mobility solutions to a great extent unconsciously designed for male travel patterns, needs and preferences

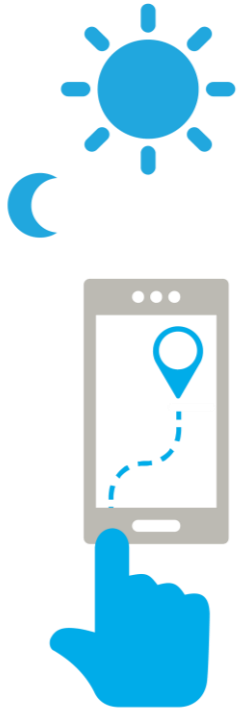


GENDER DIFFERENCES IN MODES

1. Women walk more than men
2. Women use public transport more than men
3. Women bike less than men if there's no or poor cycling infrastructure
4. Women drive less car than men. Women are often the passenger
5. Men use new mobility services more than women

GENDER DIFFERENCES IN TRIPS

1. Women travel shorter distances pr. trip than men
2. Women trip chain and have multiple stops to a greater extent than men, who generally have an A to B trip pattern.
3. Women to a greater extend than men accompany children or other family members and/or carry bags and groceries.



GENDER DIFFERENCES IN EXPERIENCE

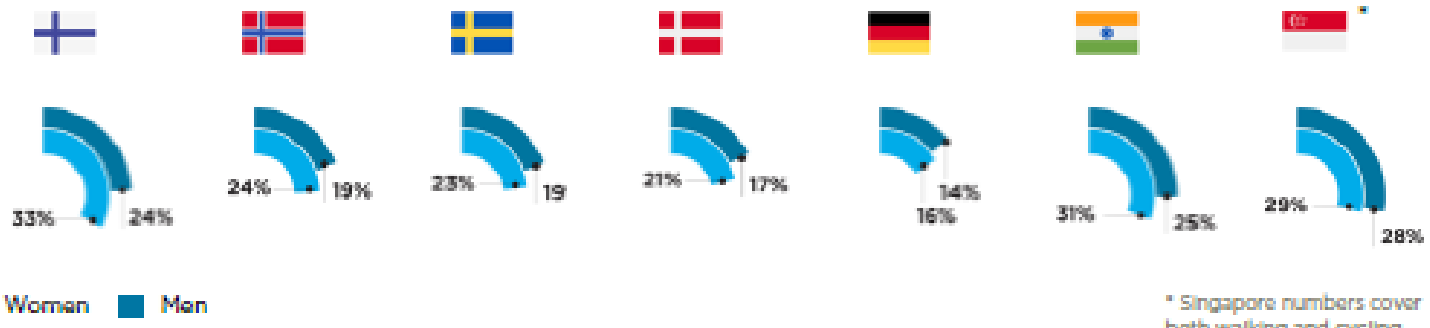
1. Women to a greater extent than men worry about harassment
2. Women to a greater extent than men think about the route and time of day traveling

Existing data for walking

WALKING

The existing international research show that women to a greater extent than men walk for transportation.[22] The local modal split data for number of trips in the seven countries we cover in this report show the same:[23]

Modal split walking

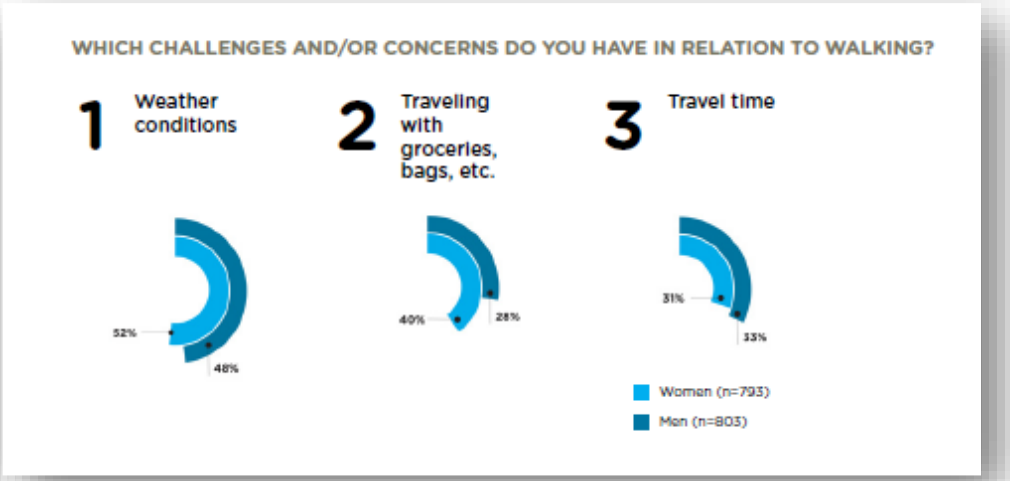


In the survey women also indicate walking as transportation in an average month more than men with 75% for women and 71% for men.[24]

Survey in with 3500 men and women in 7 capitals show

WALKING

- More women than men associate walking with “Active” (W: 64% / M: 57%)
- More men than women associate walking with “Slow” (W: 31% / M: 37%)
- Women and men both identifies “Weather conditions” as the main challenge for walking (W:52% / M: 48%)
- Women to a much greater extent than men identify “traveling with groceries and bags” (W: 40% / M: 28%) and “personal safety” (W: 37% / M: 31%) as a challenge and concern
- Women to a much greater extend associate walking with “Corona safe” (W: 42% / M: 31%)



Existing Data on cycling

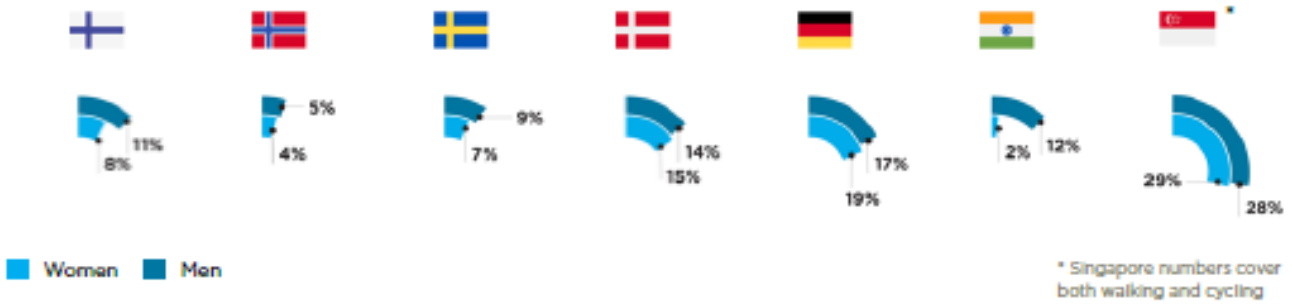
CYCLING

International data and research show that men cycle more than women – at least in cities and countries with little and unsafe cycling infrastructure. In countries with dense networks of safe cycling infrastructure like Holland and Denmark women cycle more than men.[25]

According to Dr Jan Garrard, the share of women cycling is an indicator for how safe a city is for cycling. Research shows that women are more averse to risk than men in general and in cycling that manifests in a demand for safe cycling infrastructure as a prerequisite for cycling.[26]

The modal split of cycling for men and women in surveyed countries is as follows:

Modal split cycling[27]

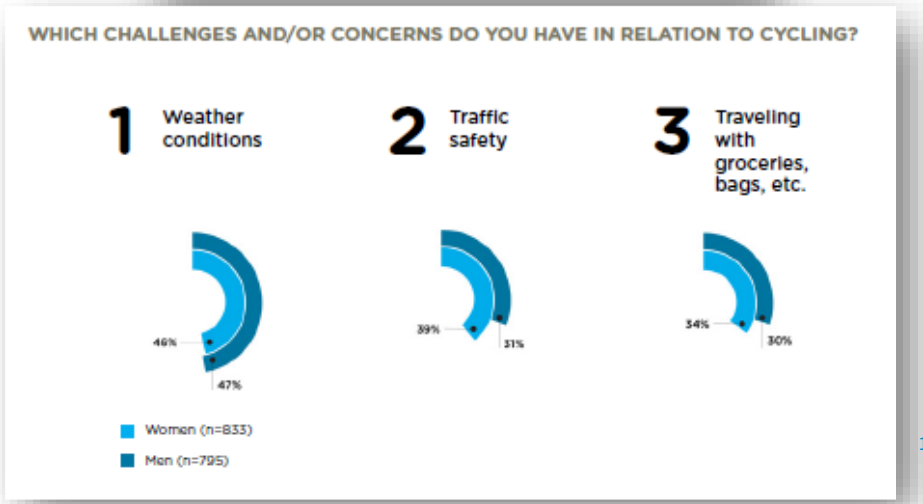


* Singapore numbers cover both walking and cycling

Data collection and Survey in 7 capitals show

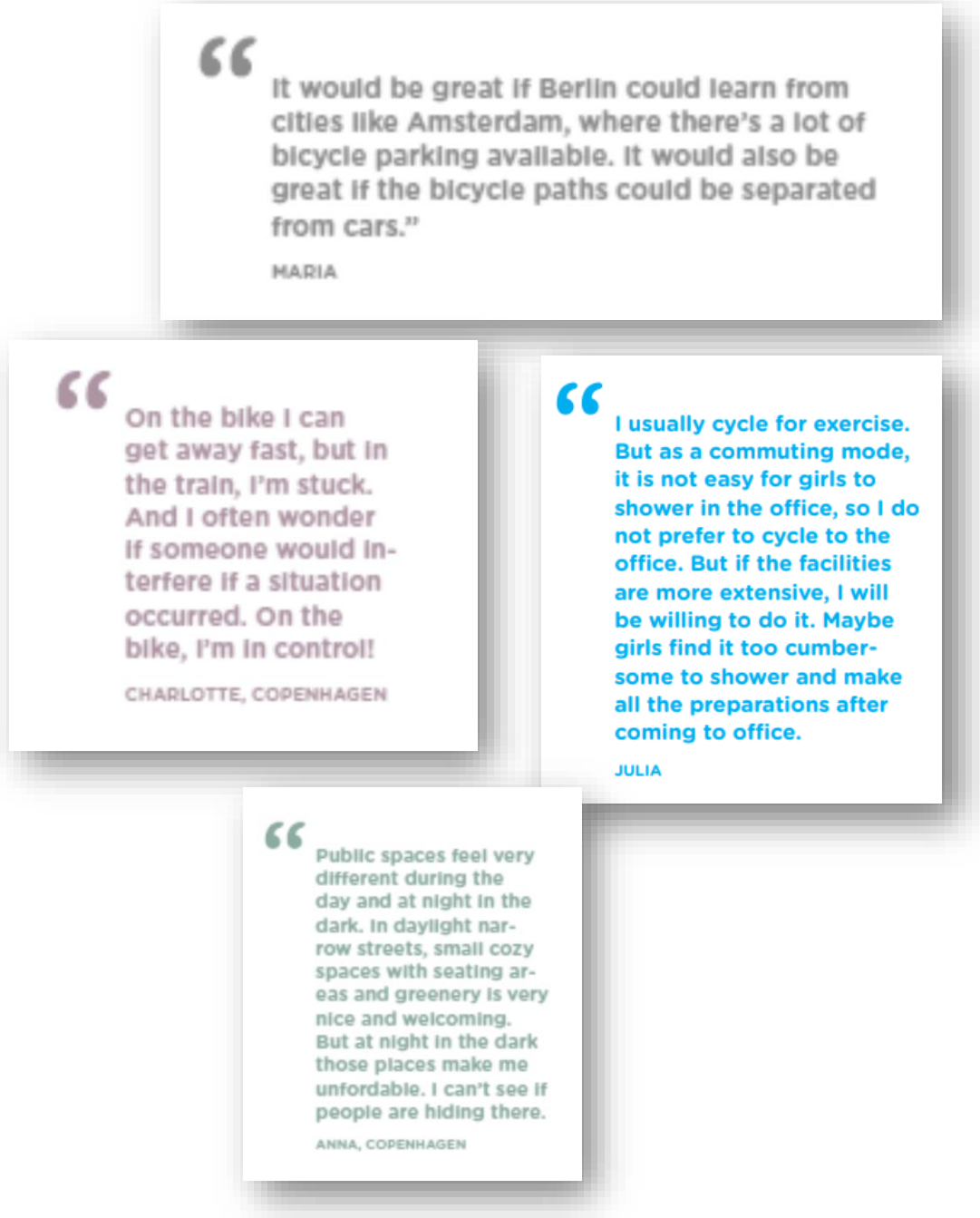
CYCLING

- About 2/3 of both men and women have access to a functional bicycle
- Men rate them selves more experienced cyclists
- Women to a greater extent than men associate cycling with "Sustainable"
- In Singapore and India cycling is associated with "Fun"
- Women to a greater extent than men identify "Traffic safety" as a concern related to cycling
- Women to a greater extend than men identify "Traveling with groceries and bags" as a challenge related to cycling



Focus group interviews reveal

- 40 women in 7 capitals
- Identical testimonials about…
  - the strategies they have developed when walking and using public transport at night
  - their fears and experiences of harassment
  - how design of streets, stops and stations influences their feeling of safety and security
  - the need for safe cycling infrastructure
  - how cycling is empowering
  - how technology makes transport and mobility easier and safer



Recommendations

- Include gender mainstreaming as a strategic approach for assessing the implications of any planned action, legislation, policy or programmes for both women and men in all areas and at all levels.
- Include collection and analysis of gender segregated data in planning and design.
- Study, analyse and include data on user-needs, challenges and concerns in planning and service-design. Only by understanding the needs of the citizens can we create truly equal transport systems and mobility services.
- Don’t victimize women but include safety and security in the design of the solutions – not as an addon to cater for women as a group with special needs, but as an integral part of the project or solution.
- Implement specific and targeted measures to accommodate and include women on all levels in the transport sector. A better gender balance on all levels of the transport sector is a prerequisite for a more equal, safe, inclusive and sustainable transport and mobility.