

# From Theory to Practice: Mobility and Gender Strategic Master Plan

In-person meeting of the POLIS Small and Medium-Sized Cities Platform & Regions Working Group

September 2024



# 1

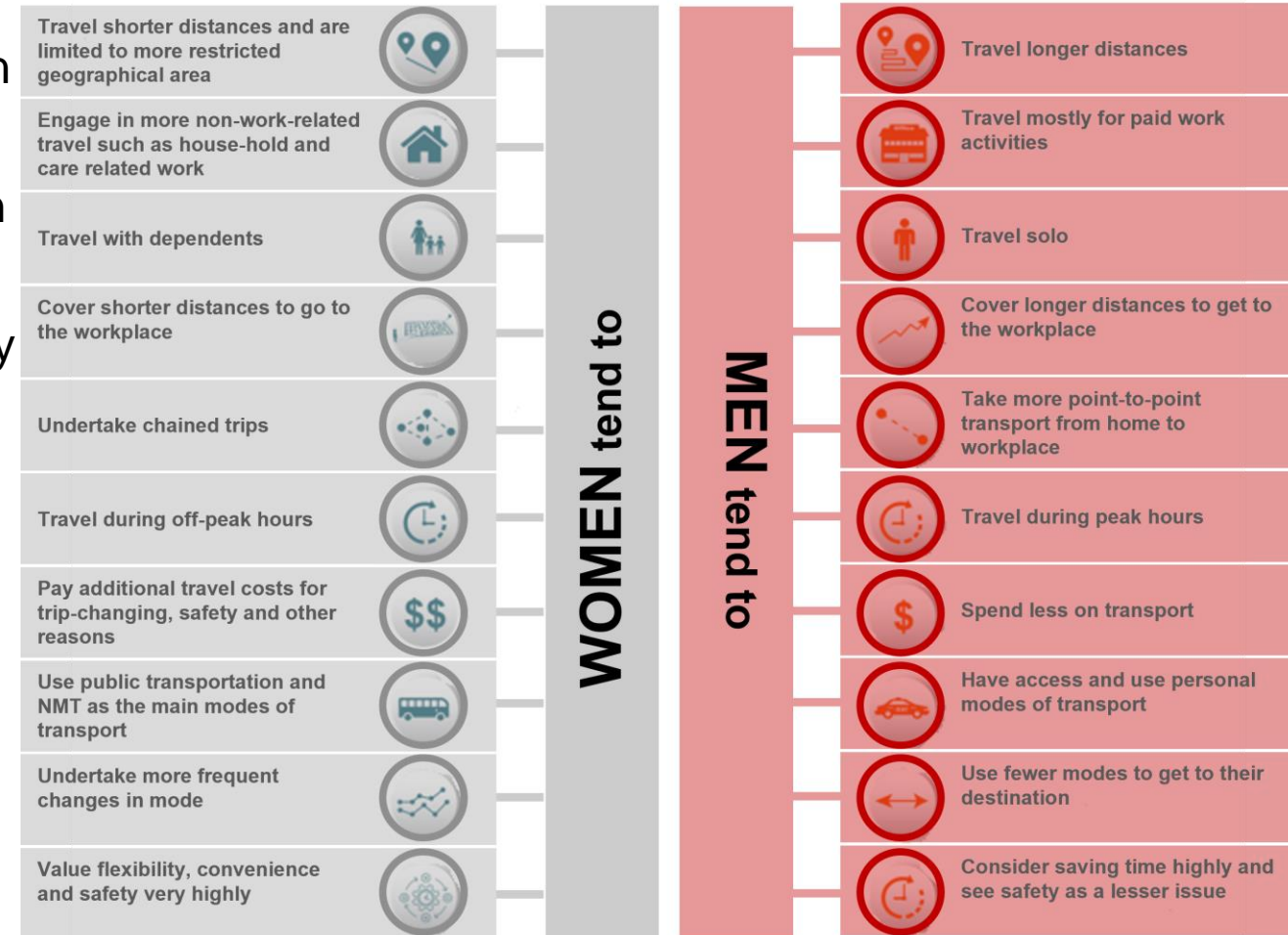
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## Why gender matters in mobility

# Understanding Gender Differences in Mobility Patterns

## What women and men do more on average?

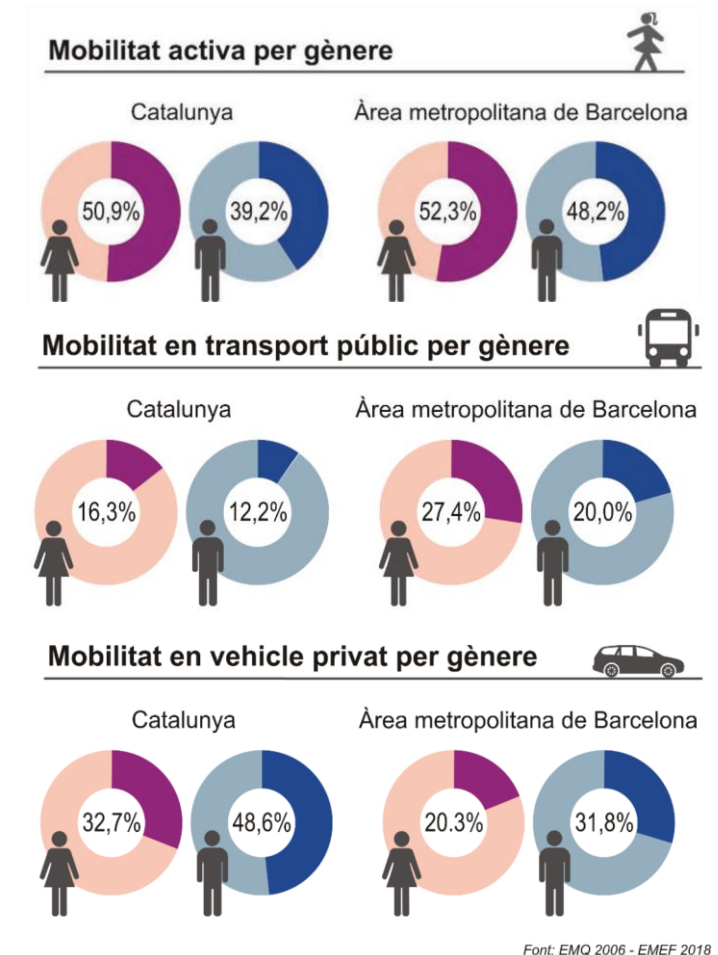
- Women travel shorter distances pr. trip than men
- Women trip chain and have multiple stops to a greater extend than men, who generally have an A to B trip pattern
- Women to a greater extent than men accompany children or other family members and/or carry bags and groceries
- Safety concerns, such as harassment, affect women's use of public spaces and mobility options
- Women tend to think more than men about the route and time of day travelling



# Understanding Gender Differences in Mobility Patterns

## Transport modes

- Women tend to walk and use public transport more than men
- Women cycle less than men if there's no or poor cycling infrastructure
- A higher proportion of men travel by car and motorcycle than women
- Women travel in cars more frequently as passengers rather than as drivers
- Gender gap in the use of private vehicles increases in those areas with lower population densities
- Men use new mobility services more than women



# 2

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## Gender-Responsive Mobility Planning

# Survey on sexual harassment on public transport (EASTP) 2020

## Survey on sexual harassment on public transport (EASTP) 2020

- 57% of women who regularly use public transport have suffered some form of harassment at least once in the last 2 years
- Young women are the most victimized
- 88.6% of the women who experienced harassment were travelling alone
- Places with low visibility and few people are the areas that evoke the highest level of fear, especially interchange points or corridors, but also platforms, stops and stations. The most frightening aspect, given that it is sexual assault, is much more associated with lonely, dark or unsupervised environments.

### Survey summary

57% of regular public transport women users have suffered some form of harassment at least once in the last 2 years.



64.3% of women



**91.6 %** of women aged between 16 and 25 had at some time suffered sexual harassment on public transport

# Gender-Responsive Mobility Planning

## Strategic gender planification

Law 17/2015, on effective equality between women and men

Measures against sexual harassment on public transport Plan

Mobility and gender strategic master plan

- Plan to counter sexual harassment on public transport approved by the Government in July 2022
- Objective: Women, girls and LGBTI groups must be guaranteed a feeling of security in certain transport infrastructures and gender sensitive strategies must be designed for public transport systems to guarantee freedom and access for all people without discrimination based on sex.
- Mobility and gender strategic master plan approved by the Government in April 2024

# Gender-Responsive Mobility Planning

## The Catalan mobility and gender strategic plan

### MAIN AXES

- 1 Understanding mobility with an intersectional gender perspective
- 2 Eradicating gender-based violence and assaults in the transport system
- 3 Strengthening gender parity and institutional culture in the transport sector
- 4 Addressing the travel needs and patterns of women

[Link to the document](#)

**4**

Main axes and 3 transversal lines

**43**

key measures with a feminist, intersectional approach

**7 M€**

estimated implementation cost in 5 years



# The Catalan mobility and gender strategic plan

## Local Administrations: Key Role in Implementation

- 16 of the 43 measures have local administrations among their responsible agents
- **Enhancing Safety and Inclusivity:** Focus on creating transport systems that are safe, inclusive, and responsive to the needs of women and LGBTBI+ communities.
- **Redesigning Public Spaces:** Promote gender-sensitive redesign of urban environments to ensure accessibility, safety, and inclusivity for all.
- **Integrating Gender in Urban Planning:** Embed the gender perspective in both transport and urban planning, ensuring that new developments cater to diverse mobility needs.
- **Empowering Technical Teams:** Train local administrations and provide practical tools to seamlessly incorporate gender and intersectional perspectives in urban mobility plans and public space design.

M31

Develop an intersectional gender analysis guide for the transport sector

M34

Provide tools for incorporating the intersectional gender perspective in mobility

M35

Include the gender perspective in EAMGs and SUMP

# 3

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## From Vision to Action: Practical Tools for Implementation

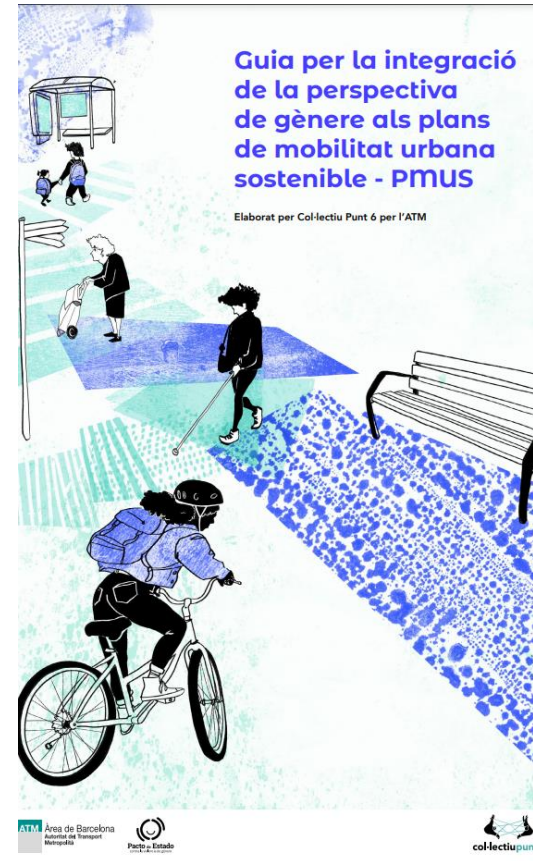
# Practical Tools for Implementation

## Existing Tools Developed by the Generalitat: Designing Public Spaces, Urban Mobility Plans, and Cycling with a Gender Perspective

Guide for the design of public spaces with an intersectional gender perspective

Guide for integrating the gender perspective into urban mobility plans

Recommendations for gender-sensitive cycling mobility





# Generalitat de Catalunya

Departament de Territori, Habitatge i Transició Ecològica

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