

# **Gender aspects for urban traffic planning**

**26<sup>th</sup> ICTCT-Workshop in Maribor**

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**Dipl.-Ing. Gisela Stete**

## Background

- **Amsterdam Treaty (1999), 2<sup>nd</sup> paragraph**

(Treaty of the European Union)

→ Commitment of the member states towards an active gender equality policy within the meaning of gender mainstreaming

*In any decision making on any social level the different life situations and interests of women and men have to be considered to establish gender equality. Both genders have to be included.*

- **Acceptance as national laws by the member states**

## Meaning of Gender Mainstreaming

**Gender** „Gender is the condition of being male, female or neuter. In a human context the distinction between gender and sex reflects usage of these terms. Sex usually refers to the biological aspects of maleness, femaleness, whereas gender implies the psychological, behavioural, social and cultural aspects of being male or female” (VandenBos 2007)

**Mainstream** means the prevailing behaviour and attitude patterns of an organisation, an administration or a company

**Gender Mainstreaming** is a process-orientated strategy, with the aim to take the gender role in every area of life into account and making it a natural component of the action

**The implementation of Gender Mainstreaming** in the transport sector means, that all decisions (for example for the planning, the measurement and designing of transport systems and transport facilities, for the transport infrastructure, for the transport services, etc.) are examined, if they promote or hinder equivalent mobility opportunities of women and men as well as equal participation.



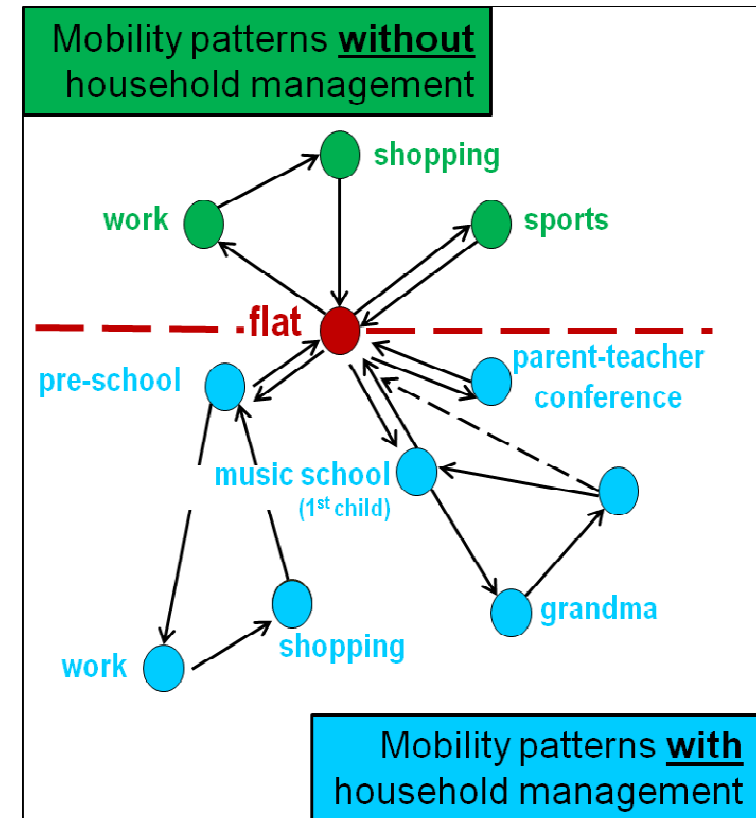
## Questions

- What are the differences between the social roles of women and men?
- How does it effect the transport sector, for example in relation to mobility?
- Which requirements must be realized by the planning? How can these requirements be determined?
- How can the implementation of gender mainstreaming in the transport sector look in practice?

## Basic assumptions I

Gender roles contain:

- gainful employment
- task of raising children
- domestic work
- family supply duties
- care work



- ➔ life situations of women and men differ with regard to the significance and extent of the different spheres of their fields of work
- ➔ the elimination of the resulting tasks leads to different mobility patterns and different requirements in structuring transport systems.

## Basic assumptions II

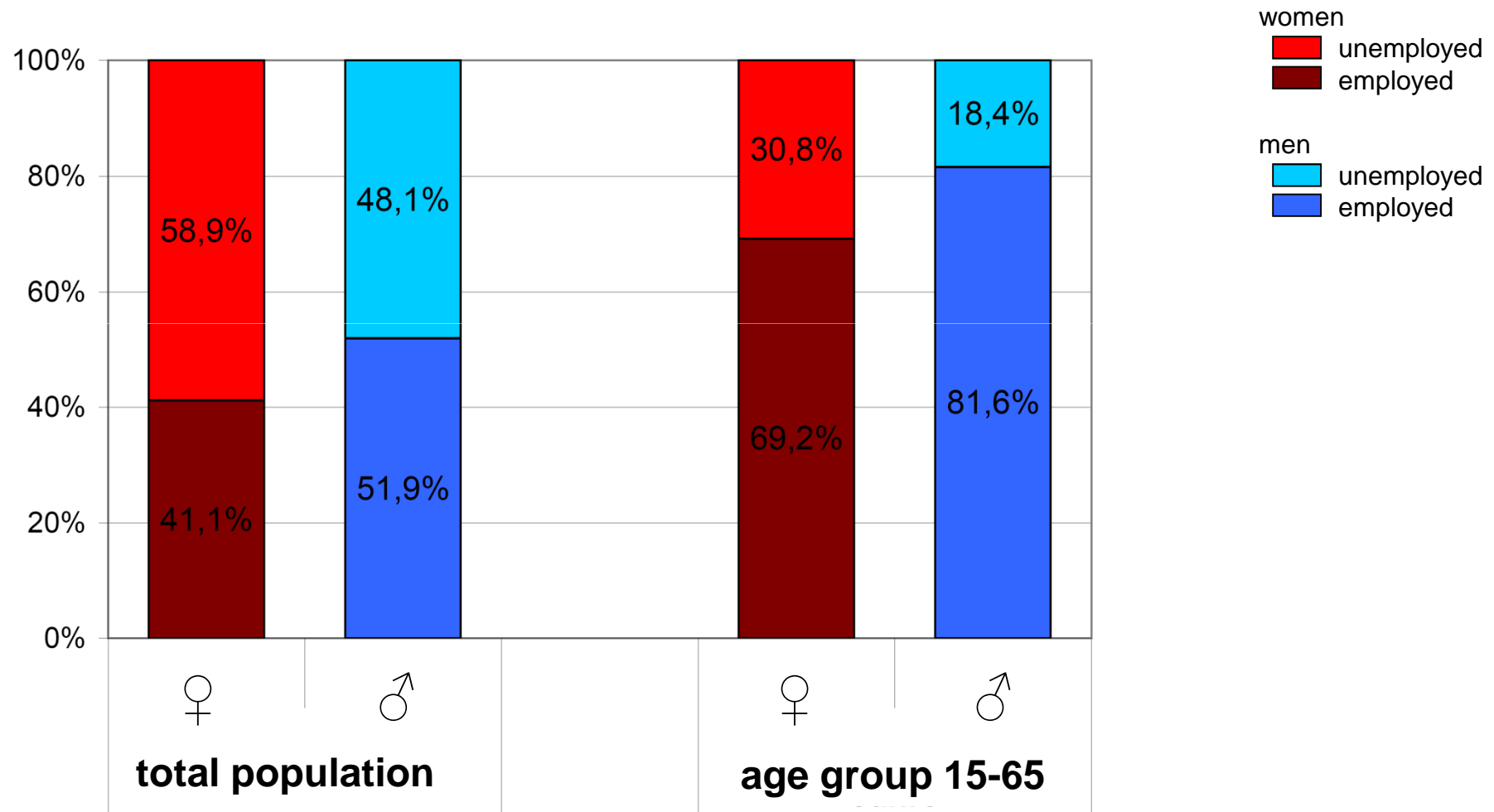
Groups of people that affect the gender roles

- Children in the household
  - Youths in the household
  - Older family members
  - Family members with mobility restrictions
- The range of educational activities and care work is influenced by the basic conditions in coping with the mobility of the listed groups.
- These basic conditions form the basis of gender mainstreaming in traffic planning and are in some areas partly responsible for an expansion of the „mobility perspective“ in regard to the listed groups.



# Frame Conditions

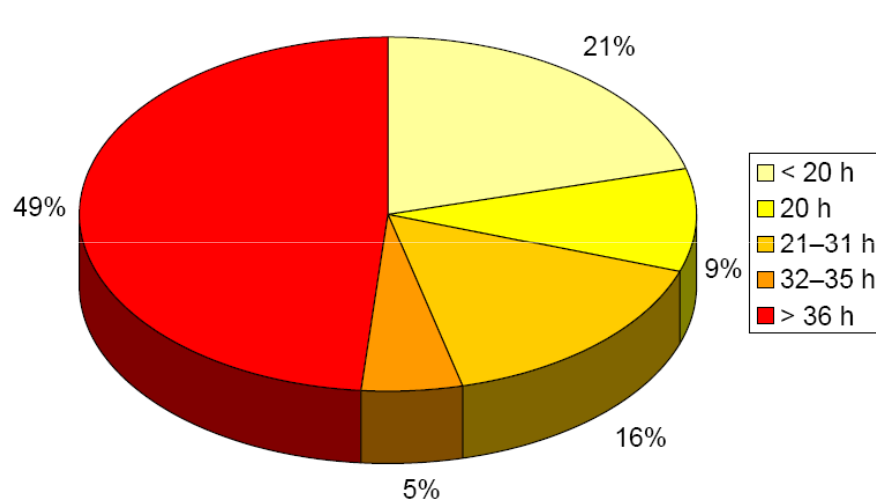
## Employment in Germany



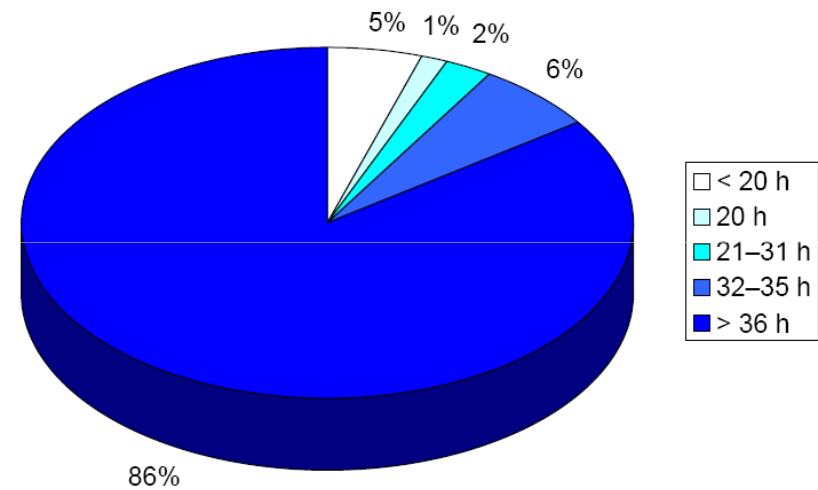


## Frame Conditions

### Weekly workhours of gainful employment in Germany



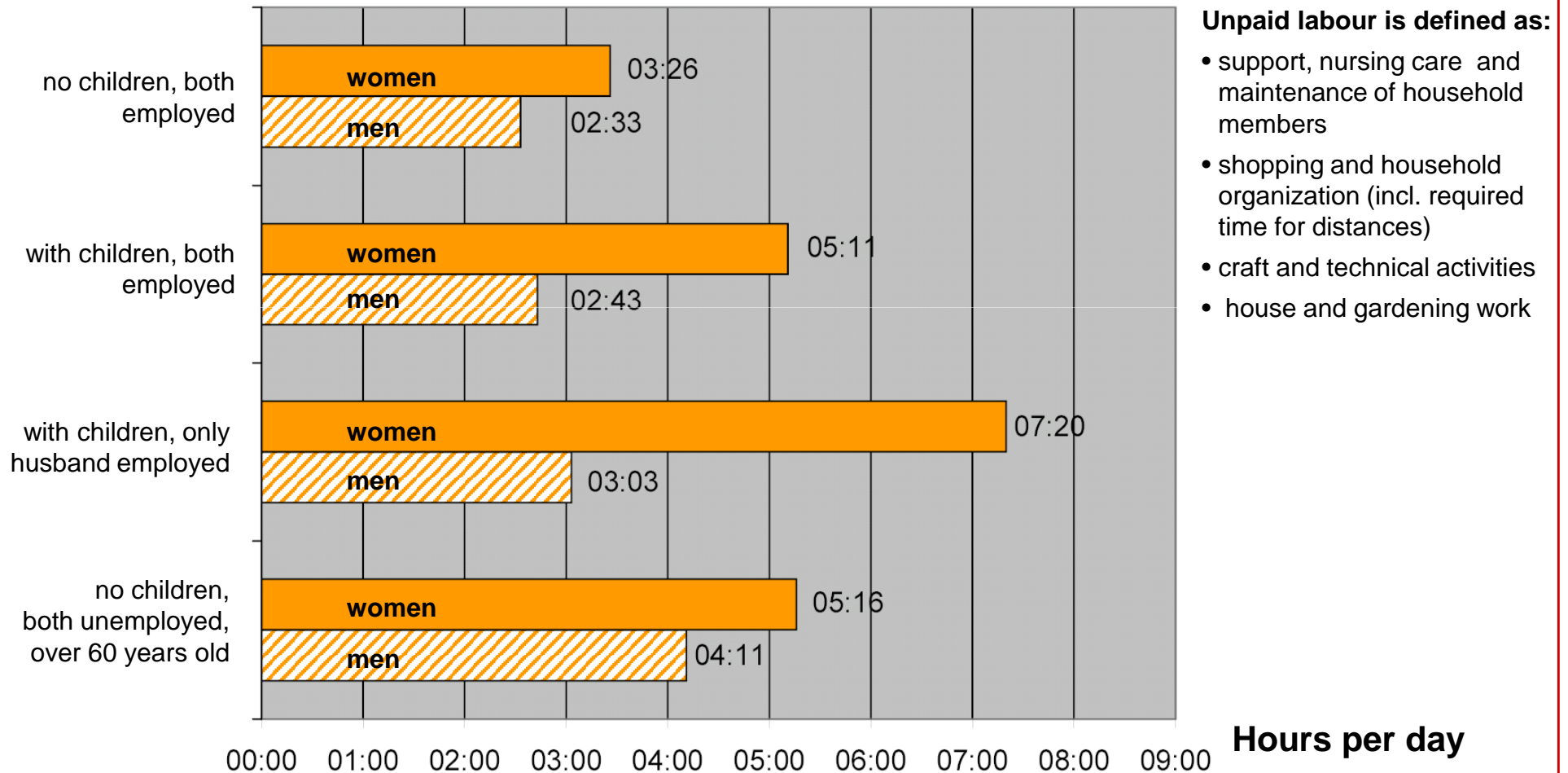
Weekly working hours of women



Weekly working hours of men

## Frame Conditions

### Required time for unpaid labour by the sharing of tasks among couples

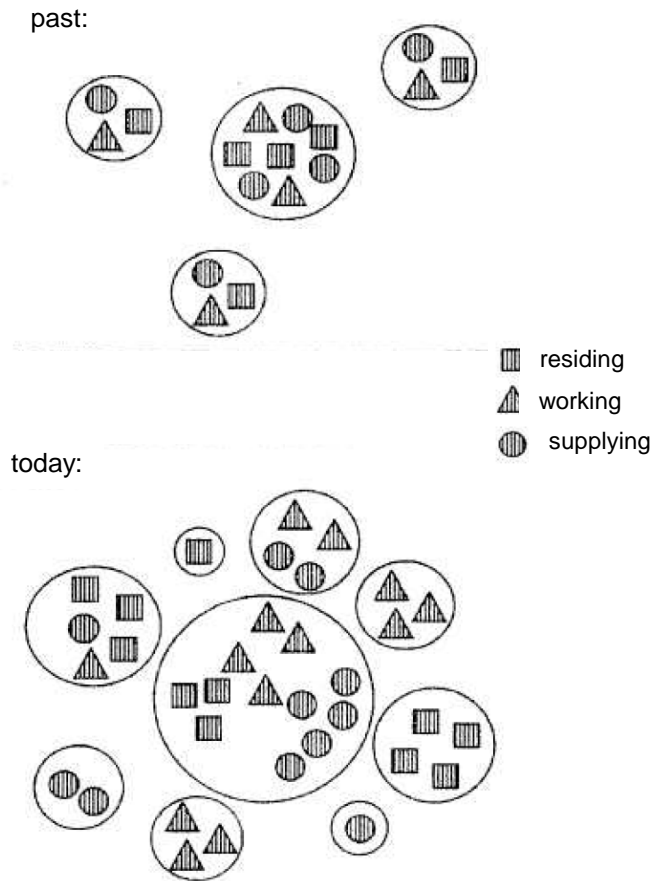


## Excursus settlement structures and traffic/ mobility

### Developments after 1950

- Function of small settlement structures / rehabilitation of areas in cities
- Separation of quarters with reduction of the local infrastructure for example stores
- Centralisation of utilities and social infrastructure for example schools (reduction 1960-1985 of 35%)
- mono-structures with low population density or large structures on the outskirts
- Shopping-ghettos „in the green countryside “ mostly without public transport connections (increase 1990-2006 from 93 to 372)

➔ Increasing expenses for gainful employment, care work and educational activities



## Excursus settlement structures and traffic/ mobility

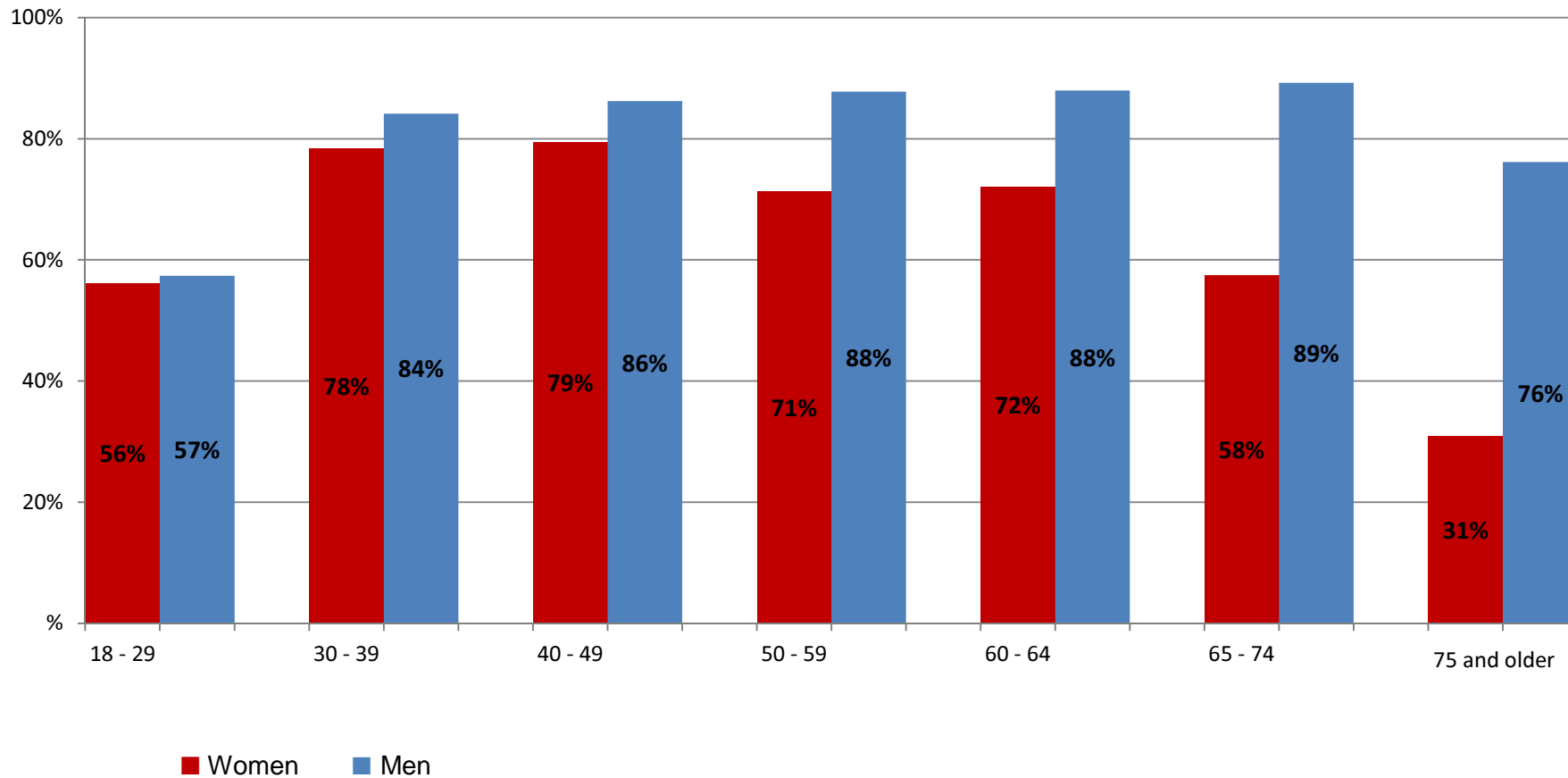
### Consequences for the transport sector:

- Development of travel-intensive structures
- Uneconomic for an areawide public transport coverage due to a lack of density
- Increasing dependence on a motor vehicle
- Development of a municipal road network in accordance with the requirements of the motor traffic (moving and stationary)
- Limitation of the non-motorized traffic as a result of reduced roadside areas / sidewalks
- Increasing danger for the so-called „weaker persons“ (children, youths, old people)
- Growth of emissions (noise, air pollution, etc.)
- Devaluation of the public space / reduction of the traffic function

➔ Different requirements for the participation in public life

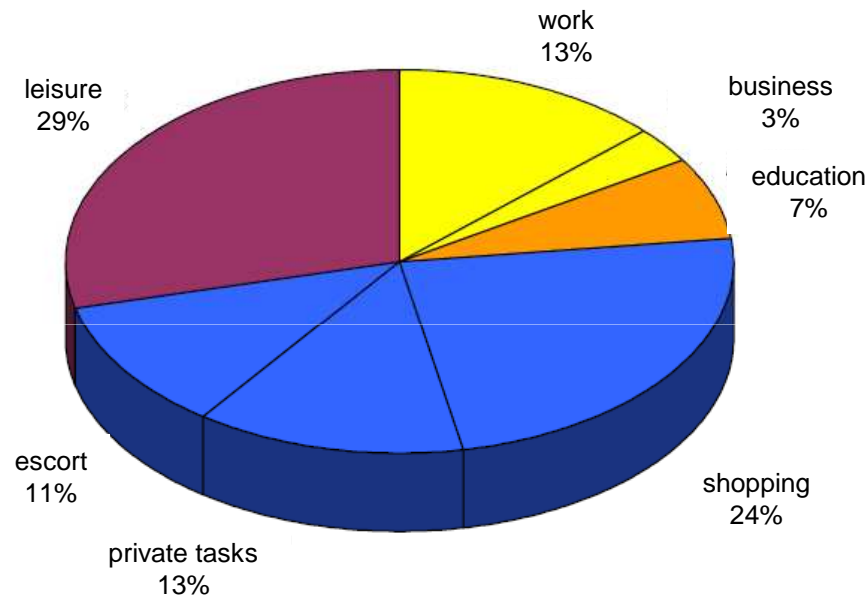
## Mobility Figures

### Age and sex of Car-Availability (Statement „car is available at all times“)

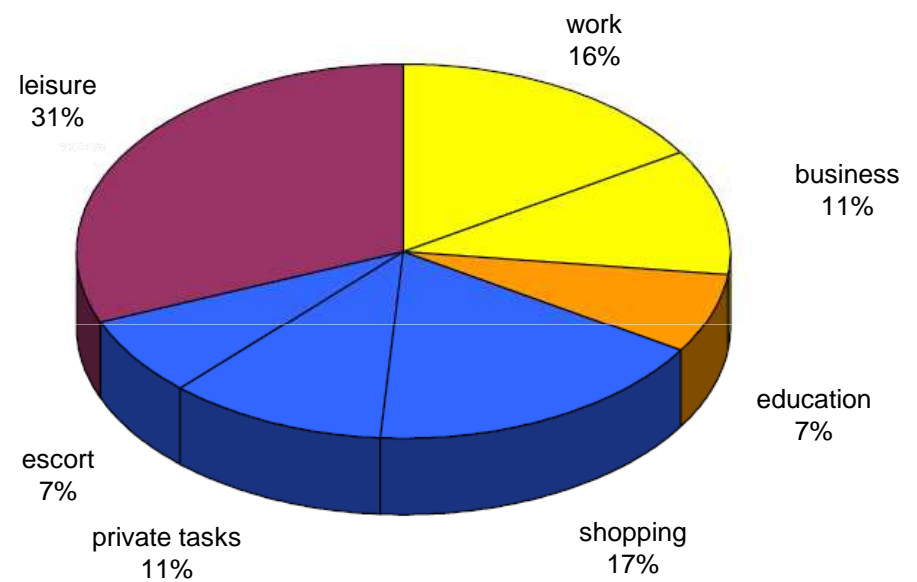


# Mobility Figures

## Distribution of distances by purpose (Hannover Region, Germany)



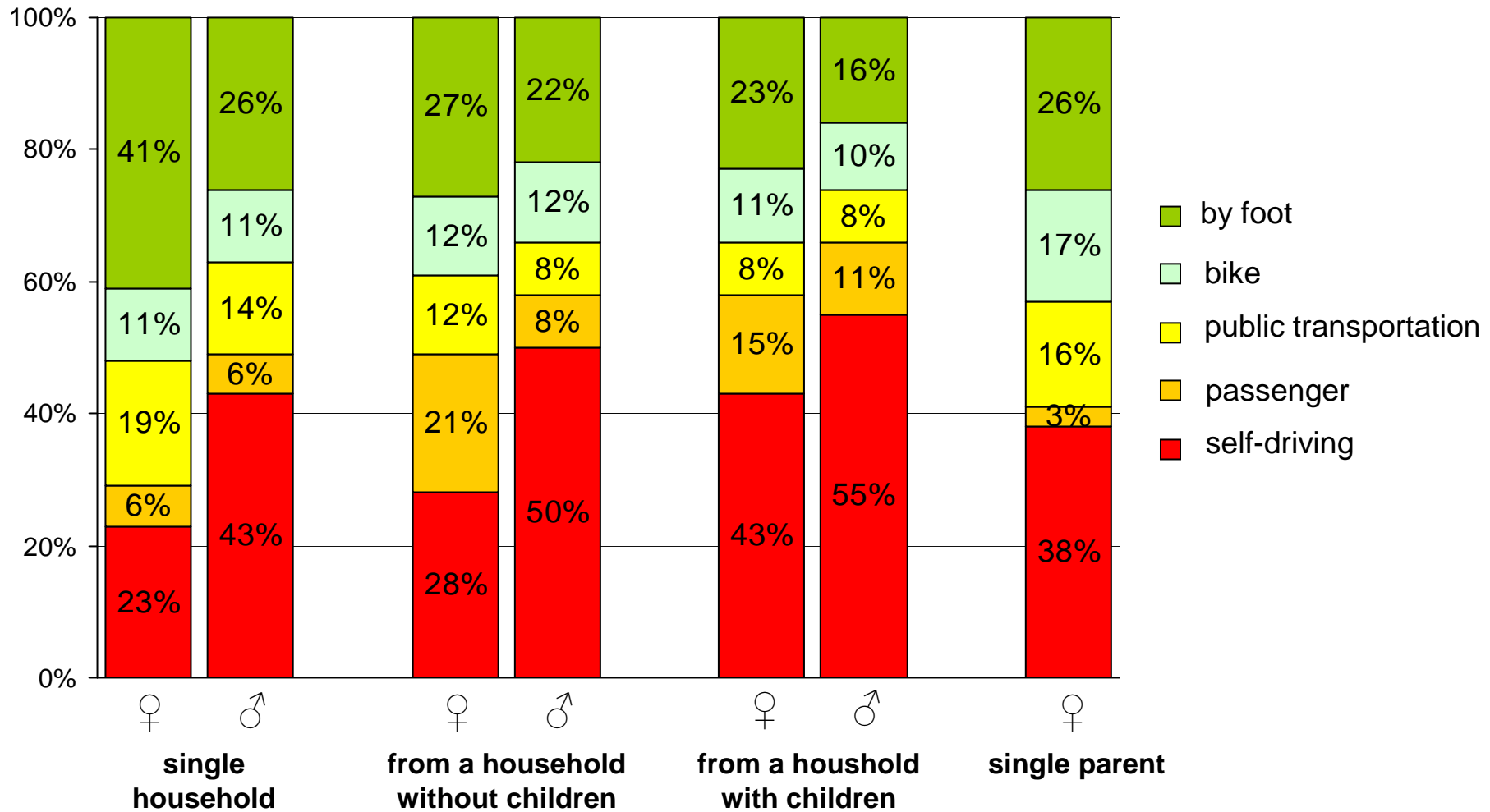
**Distributions of travelling purpose of women**



**Distributions of travelling purpose of men**

# Mobility Figures

## Choice of transportation of employed people according to life situation and sex





## Requirements for gender-adequate traffic planning

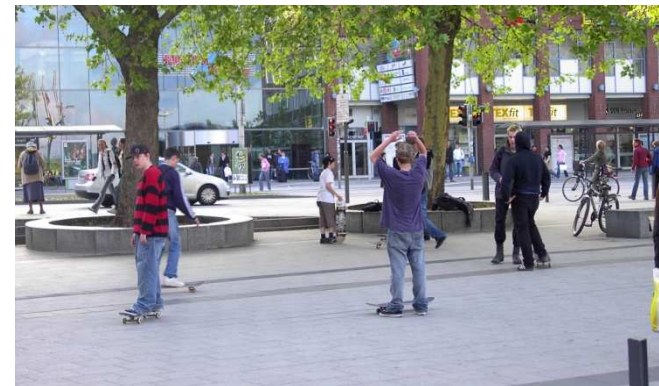
- The variety of life patterns of the people with housework, education and family obligations must be noted and the designing of transport services should not only be orientated on people that are employed full-time.
- Not only the automobile, which is mostly used by men should be promoted, but also the eco-modes of transport services used by women, children and older people should be enhanced.
- Children and older people (often with limited mobility) should be able to move safely and independently in the public area. Thereby making housework, education and family obligations significantly easier.





## Requirements for gender-adequate traffic planning

- The interaction between settlement structure, infrastructural services and transport services must be observed and specifically managed (city of short distances).
- The environmental relation especially of people with housework and family obligations must be noted, the social and resident function of the public street space should be reinforced.
- Women, children and older people are as principal users experts in dealing with public transportation systems. Their knowledge and experiences should be integrated in the planning.



## **A perspective of a sustainable traffic planning - not only to be considered under the aspects of gender**

- Traffic planning should not only be understood as a technical discipline, it also has to include the social and cultural dimension of mobility.
- The interaction between urban structures, settlement structures, lifestyles and gender roles as well as transportation/mobility must be observed.
- Mobility and the quality of public area need to be considered and planned in context.
  - ➔ The path to sustainable mobility with positive affects to the climate protection

## **Examples of the implementation of the gender mainstreaming strategy in urban traffic planning:**

- Wien (GM-pilot project „fair share in towns“ in the Mariahilf quarter)
  - EU-Project „Gender Alp – Spatial Development for women and men“ with 12 partners (states, local governments, institutions) from 5 countries
  - Munich (Traffic Development Plan)
  - Darmstadt (Traffic Development Plan)
  - Bielefeld (Local Transport Plan)
  - Hannover Region (Local Transport Plan)
  - Stuttgart Region (Regional Plan and Regional Transport Plan)
- guidelines, recommendations, catalogues of criteria, checklists, participation, concepts**

**Many thanks for your attention**