

# A GENDER PERSPECTIVE IN URBAN MOBILITY

Barcelona's plan for Justice 2016-2020



C40 CITIES

## CONTEXT

The City of Barcelona created a **Plan for Gender Justice 2016-2020**, which comprises four strategic areas:



1

### Institutional change

Increasing institutional gender expertise via gender training or gender budgeting, for example.



2

### Economy for Life and Time Management

Promoting gender equality in employment and entrepreneurial support programmes, as well as promoting a redistribution of care work between genders.



3

### City of Rights

Addressing structural barriers that infringe upon people's human rights in the city.



4

### Liveable and Inclusive Neighbourhoods

Ensuring that urban public space is safe for and inclusive of women and girls, which emphasises the need to address gender-based violence.

## WOMEN'S MOBILITY BEHAVIOUR, PATTERNS AND NEEDS

To deliver on the fourth strategic area, Liveable and Inclusive Neighbourhoods, the City has prioritised sustainable mobility and started gathering gender-disaggregated data to understand women's mobility behaviour, patterns and needs. Here are some key findings.

### There are gendered differences in modes of transport

Women tend to commute more sustainably than do men. Gender-disaggregated transport modes in Barcelona:

#### Cycle



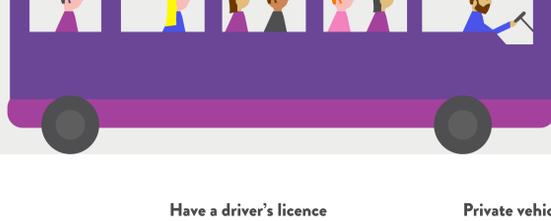
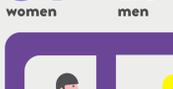
#### Motorbike



#### Drive



#### Public transport



#### Walk



#### Have a driver's licence



#### Private vehicle



### There is a gender gap in cycling

There are 3 male cyclists for every female cyclist in Barcelona.

In contrast, there is more gender parity in the city's cycle hire scheme

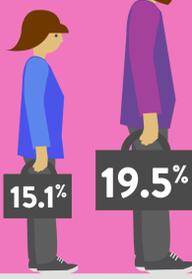


48% of members are women 52% of members are men

### There are gendered differences in journey types

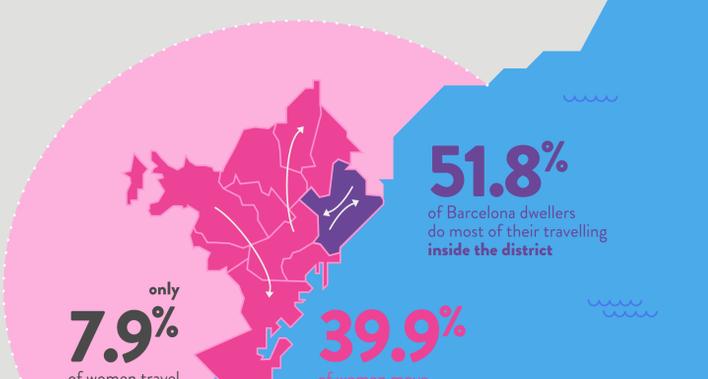
Women travel more for family or care-related purposes compared to men, who mostly travel for work-related purposes.

<- Work related travels

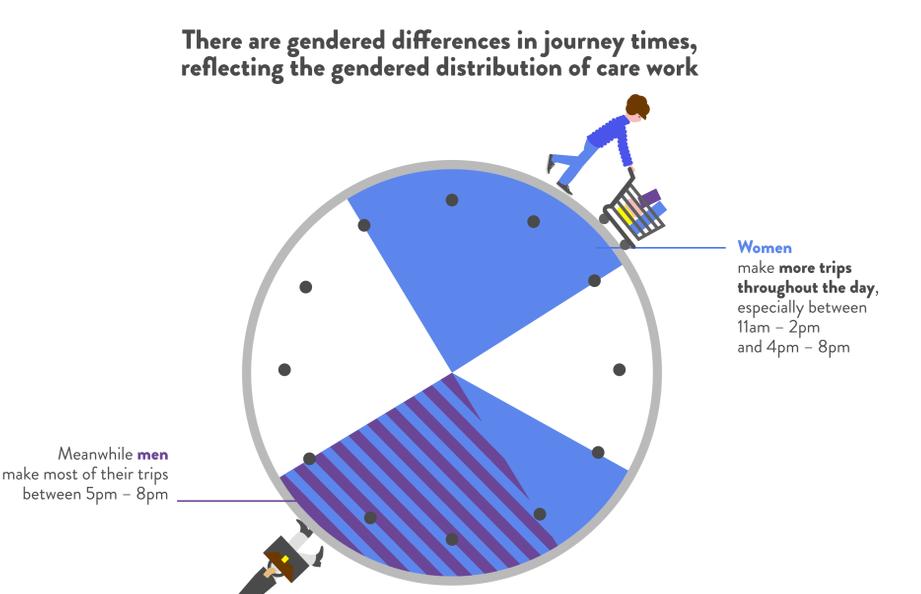


### Women make more short-distance frequent trips inside the city

that are more encumbered, as they are travelling with children, prams, shopping trolleys, etc.



### There are gendered differences in journey times, reflecting the gendered distribution of care work



## RECOMMENDATIONS

To incorporate a gender perspective in urban mobility, the following actions are recommended

- ### 1 Gender-disaggregated data

Gather gender-disaggregated data on urban mobility, including gendered perceptions of safety in public space and on public transport, to understand how different people travel in the city.
- ### 2 Gender planning

Incorporate a gender perspective in urban mobility planning and policymaking. Consider, for instance, what percentage of transport plans includes a gender perspective? Or, what percentage of key transport projects includes a gender perspective?
- ### 3 Incorporate a gender perspective in the reporting and evaluation of urban mobility policies

Consider, for instance, how many travel surveys have a gender perspective? They could include the specific needs for women mobility and the mobility needs associated with daily child care.
- ### 4 Training & Mainstreaming awareness

Improve preventive action against gender-based harassment and violence in urban public space & run campaigns against gender-based violence