

# Social equity and gender

## The benefits of NMT

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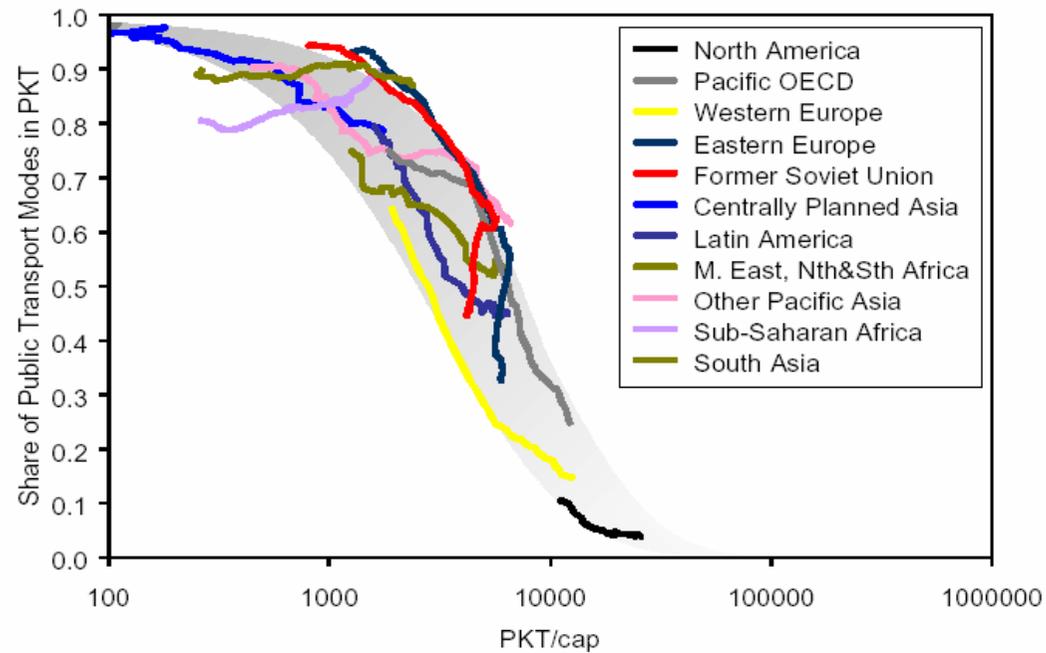


# “if you want to be rich, you must first build roads” Old Chinese saying



- Mass-motorization re-shapes local space for social activities
- – not as before when social activities were shaping transport networks
- Problematic from the point of view of social sustainability and societal development

## PUBLIC TRANSPORT (1950-2000)



Source: A. Schäfer, Global Passenger Mobility Data Set, Version 1.0, University of Cambridge, Sept. 2005

# Urban *Leitbildt* and the role of transport

## The Modern City

promoting extended motorization and business activities in the transport sector

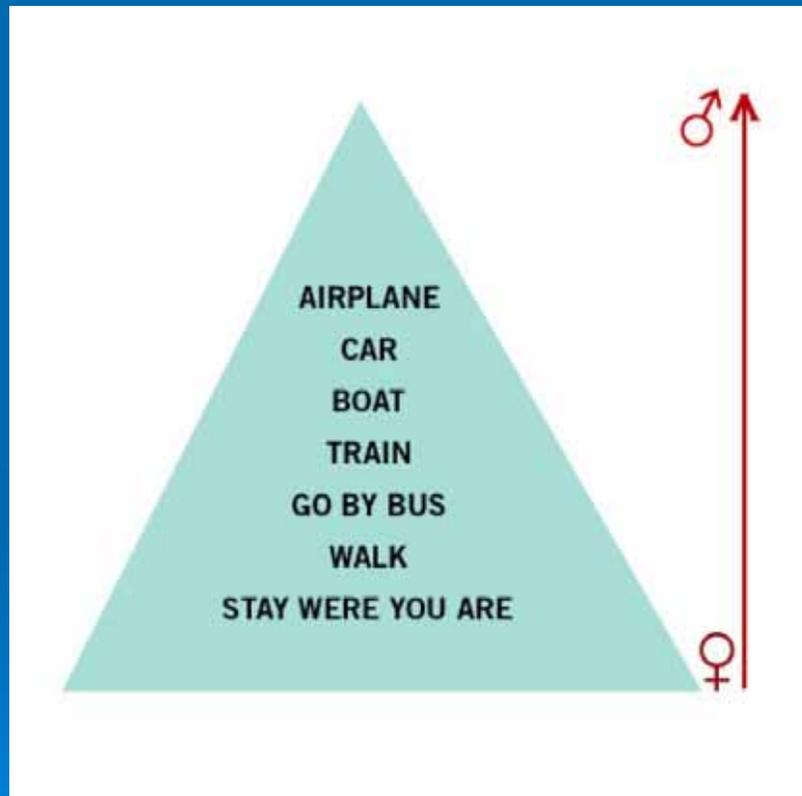
### ➤ The Sustainable City

sustainable transport, public deliberation, regulations and the implementation of Agenda 21. Urban form as a determining factor of urban sustainability

### ➤ The Global and Network City

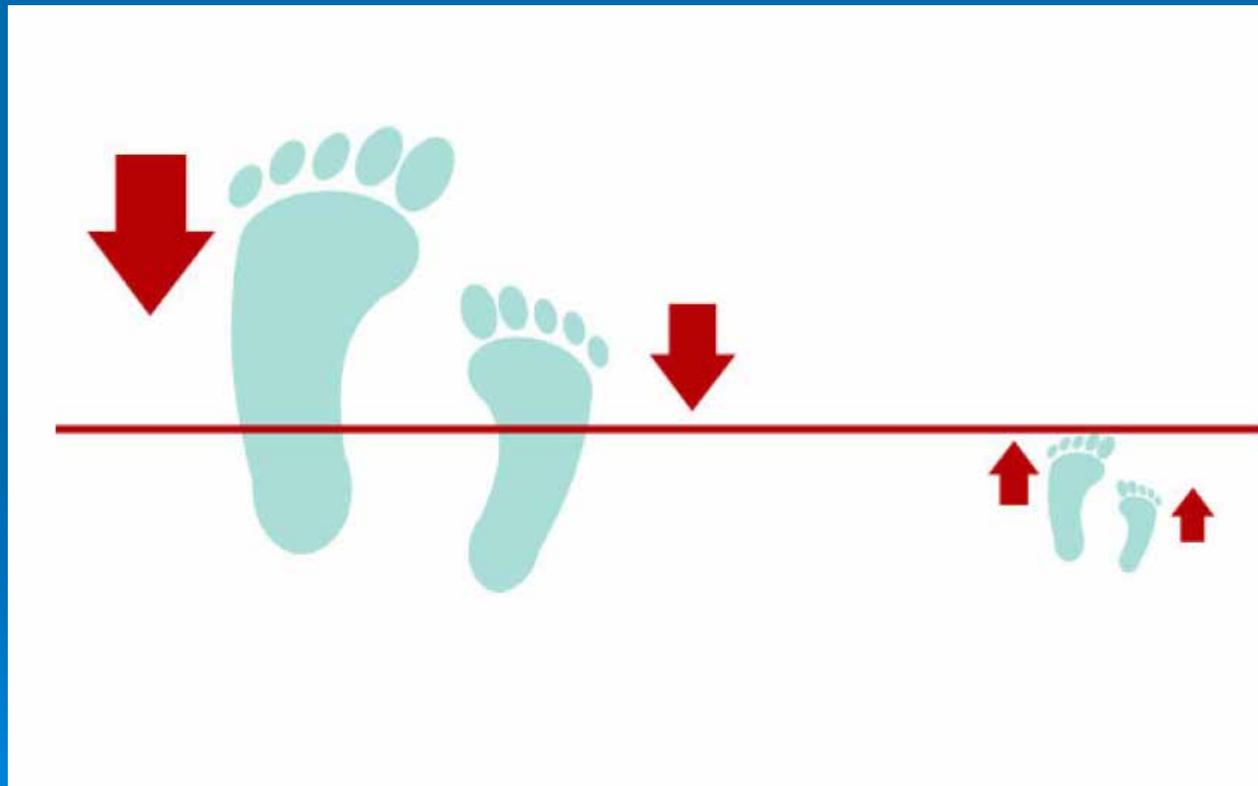
communication and transport increases, the up-grading of technological systems, worlds apart and de-linking of sustainability?

# Development of urban transport is not linear – it develops according to decisions



- Five socio-economics groups / quintiles
- Gender
- Age
- Disability

# Mass-motorisation is creating social and spatial divide impeding on societal development



# Sustainable Development

- **Ecological Sustainability** – our base; reduction of harmful impacts
  - **Economic Sustainability** – the means: long-term economy with regard to human and material resources
  - **Social Sustainability** – the goal; the build-up of a dynamical society and meeting the basic human needs
- 

# **100 % Mobility at Vision Zero fatalities**

**To confront missed  
opportunities and mounting  
risks of the third millennia**



# Children in developing countries increasingly at risk

Children 5-14 will be most at risk

Traffic will be number one cause of death or injury in 2015

The risks for children in vulnerable families are ten times higher than for children in wealthier families

Costs of deaths and injuries could be as high as 5 percent (all ages)

[www.worldbank.org](http://www.worldbank.org)



Poorer children do not share equally in progress of society ; persistent and strong social divide are masked by statistics. The Guardian December 10, 2008

# Invisible problems

- Disabled or physically weak person are not mobile
- Trip making is deterred for the poor, particularly for women, children, and the elderly, due to their exposure to traffic accidents and to personal violence.



Head loading in Nepal  
Photo Credit ITDG Ref:  
01-13

# Hidden histories

## Social model of disability

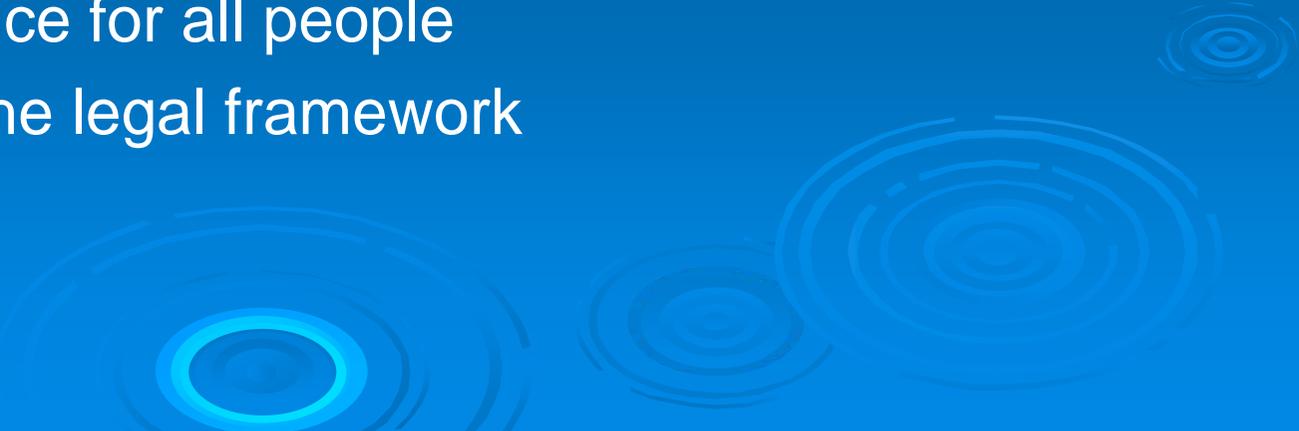
### ➤ **Medical problem**

- Individual
- What's wrong with you?

### ➤ **Social problem**

- Environment
- Where are the barriers here?
- Map out the disability differences in different local settings
- Creative solutions to mobility and access

# Why consider disability?

- Many citizens favour policies for disabled persons – war heroes, elderly and so on
  - Considerable numbers – 12-15 percent of population
  - In China more than 100 million persons
  - Many people have multiple impairments
  - Justice; priority must be given to assuring a decent human existence for all people
  - Legislation – the legal framework
- 

# Forgotten stories

- Women often carry out frequent and short trips during off-peak hours and off the main-routes for child care, household activities, informal employment and on
- Women frequently travel assisting another person, such as a child, elderly or disabled person
- Students, women, children, minority groups are often neglected in planning



Photo Marie Thynell

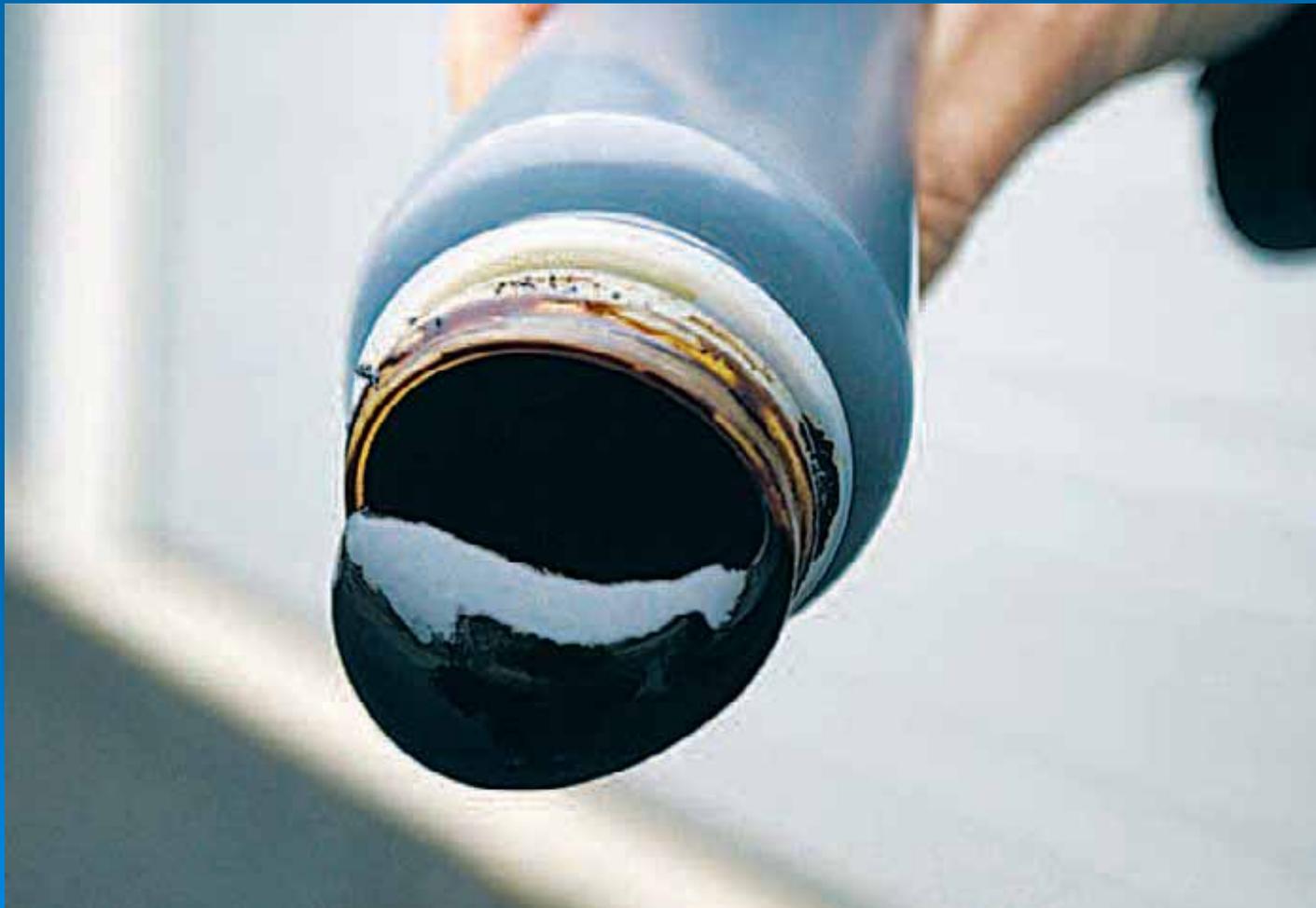


Photo Marie Thynell

# There are differences in women's and men's

- travel behaviour; women do trip-chains
- reason to travel; women more often service and household related trips
- values about access, safety, and environmental concerns; women value safety and environment higher
- influence in the transport sector; few women

**Double edged sword – energy supply more expensive  
+ more costly side-effects of energy use**



# Green urban mobility

## Risk mitigation, eco-security and environmental goals

– how do they apply to all users?



[www. kk.dk](http://www.kk.dk)

# Why consider social diversity and urban transport ?

- Urban expansion
- Growth in travel rates and PKM
- Desired growth but not planned for
- Huge population in slum areas
- Commercialization of urban space
- Severe space limitations
- Decreasing quality service
- Changes in mobility patterns
- Predominant informal means of travels
- Growing dangers for NMT modes
- Public sector into short term activities - too supportive of business interests?

To confront a number of barriers for welfare growth and human development



# A start has been made

- National transport political goals
- Transport political goals at the city level
- International agreements/recommendations:
  - UN declarations: Millennium Development Goals, MDG
  - Global Public Goods, GPG
  - WHO recommendations; Global Road Safety Facility
  - EURO IV
- Statements about sustainable transport, e.g. the Aichi statement  
Kyoto declaration

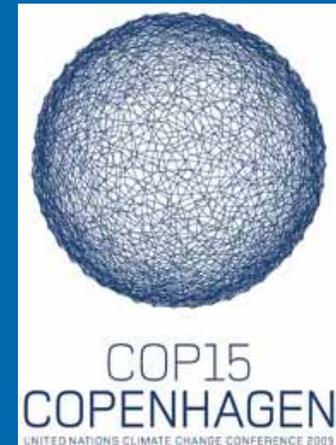


Photo Marie Thynell

# Green urban mobility

## Goal of Copenhagen: “design for life”

- 50% of Copenhageners cycle to work
- reduce CO2 emissions by a further 80,000 tons per year
- new cyclists to be are currently car drivers discovering the many advantages of cycling
- no time wasted in traffic jams
- better health
- 80 % of cyclists shall feel they are safe in traffic
- less CO2
- cheaper transport
- GDP per capita: 67 390 US dollar (2008)



# Providing for social issues in transport – what does it mean?

- To confront the negative side-effects of economic growth models
- Assure connectivity
- Ensure equity in investment
- Reduce health impact
- Insecurities; human security, eco-securities



Photo: Marie Thynell

# Progress; development of urban transport – what is it?

- Progress implies continual improvement reaching higher and higher levels perhaps without limit, whereas development, as an analogy from the development of living organisms implies moving towards the fulfilment of a potential (Allen & Thomas 2007).
- Consequences for transport disadvantaged groups in terms of social and economic exclusion
- Confront development failures caused by expensive means of travelling or lack of planning



A slowly move Monday morning at Villivakkam, India Photo: S.Thanthon

# Top-down or bottom-up planning - does it make any difference?

- Do these new systems of transport meet the local travel demands, price levels and cultural preferences?
- Valid and reliable evaluations of public transport systems are rare
- E.g. the answer of male heads tend to make women's and children's needs invisible
- Crucial to make surveys and work with indicators to gather information
- Most BRT's are not evaluated from the user's perspective: Bogotá, Santiago etc



Courtesy photo: Hans Örn

# Indicators of social sustainability

- Accessibility
  - Availability
  - Affordability
  - Appropriateness
  - Reliability
  - Safety
  - Security
  - Health
  - Information
  - Public involvement
  - Time saving
  - Economic benefit
- Lack of detailed goals at city level
  - Lack of indicators
  - For instance: Map out the disability differences in different local settings

# Social equity - terminology

- **Social diversity** – groups; women, children, elderly, students, religion, ethnicity, disable and on are part of human diversity
- **People-centred development** : a process of economic, political and social change that need not necessarily involve growth. Sustainable human communities can be achieved only through a people-centred development
- **Gender equality** is fundamental value, together with respect for human rights, democracy and good governance. Accordingly gender equality is a necessary building block for eliminating poverty (Sida 2007)
- **Human development:** Subsistence, Protection, Affection, Understanding, Participation, Leisure, Creation, Identity, and Freedom (Max-Neef 2002)
- cont

# Social equity – terminology

- **Empowerment:** A desired process by which individuals, typically including the 'poorest of the poor', are to take direct control over their lives. Once 'empowered' to do so, poor people will then (hopefully) be able to be the agents of their own development
- **Inclusiveness:** Every person must have the opportunity to be a recognised and respected contributor to family, community and society (Korten 1995)

# Institutional capacity and available knowledge

- Funding and authority
  - Human capacity
  - Ministry of Transport
  - Ministry of Health
  - Ministry of Social Affairs
  - City government / The Mayors office
  - professional organisations
  - various community groups
  - NGO'S focussing on the need of elderly or children
- 

# Why gendering transport?

- It meets demands on service by considering women's and men's divergent needs
- It increases access to employment; education and services that ultimately raise productivity
- It does not require extra effort, just an extra perspective
- Transport reforms and projects should build decision on sex disaggregated data
- To match the needs of disadvantaged groups in transport - such as women - pays off directly and indirectly
- It increases economic rates of return on investments
- It lowers transaction costs by optimizing the system for all users
- Data collection linking gender equality and economic growth is relatively new, but creating opportunities for women is clearly smart economics

# How to work for gender equality in transport?

- strategic planning to support (women's) unmet transport needs
- careful planning of the transport environment
- special consideration of non motorised transport
- mainstreaming of gender aspects in everyday provision
- maintenance and improvement of existing travel environments
- a gender balance for influence at all levels of the sector

(Polk 2006)

A decorative graphic consisting of several sets of concentric circles in shades of blue, located in the bottom right corner of the slide.

# Social equity and gender. The benefits of NMT

- The benefits of NMT mostly surveyed in developed countries – what is known in your city?
- Catch up with the historical neglect of connecting the user's preferences and travel demand to city and transport planning
- Provide infrastructure suitable for the forgotten user groups
- Increasing urban population and growing social divide stress the importance of governing access in more efficient ways
- Important to have women influencing transport design since women value safety and environment higher than men
- Enhanced urban governance also opens space for community-based security approaches
- Participation helps to address social exclusion
- The knowledge of practitioners and user's is required to find solutions to complex urban transport issues
- The conclusion is that different groups of user's represent more important variety of experiences than a limited group of experts. These different views will have an impact on city planning, transportation developments and environmental management

A vibrant street scene in Vietnam, likely Hanoi, featuring large, leafy trees that shade the sidewalk. People are seen walking, riding bicycles, and using motorbikes. A rickshaw is visible in the foreground, and a blue car is parked on the right. Signs for shops like 'PHỞ HÀNG DẦU' and 'GIÀY ĐẸP DẸ' are visible. The overall atmosphere is one of a bustling, traditional urban environment.

What is a city but it's people?  
Shakespeare

Thank You!

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