



Gender Sensitive Design: Applying a **GENDER LENS** to NZ Transport systems

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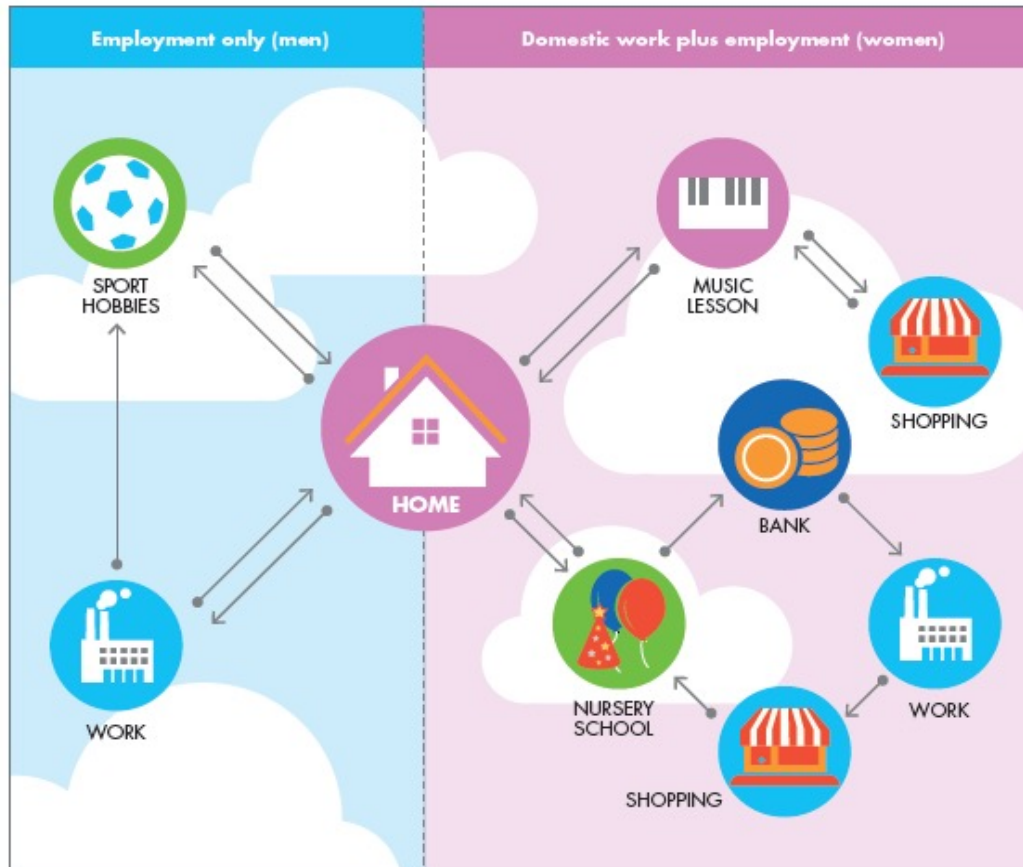
Gender Sensitive Design & Transport

1. Why do we need to worry about gender sensitive design?
2. Gender data and it's impacts on access to our towns and cities.
3. How can these impacts be addressed through transport planning and design?
4. What next?



Why do we need to worry about gender sensitive design?

Different genders have varying needs

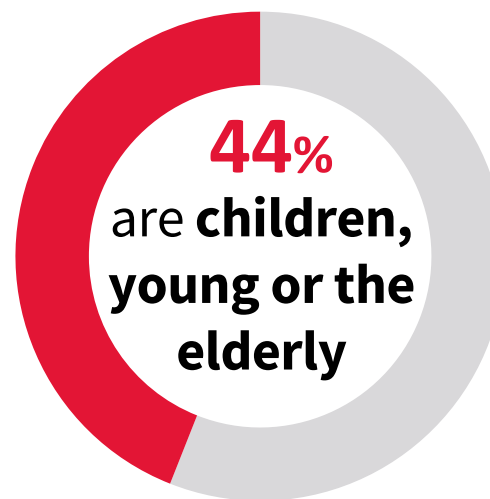
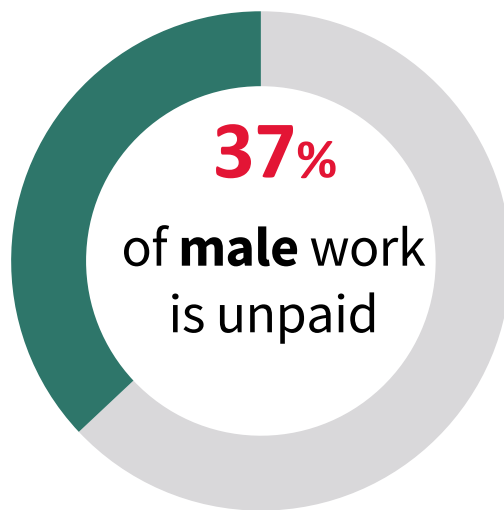
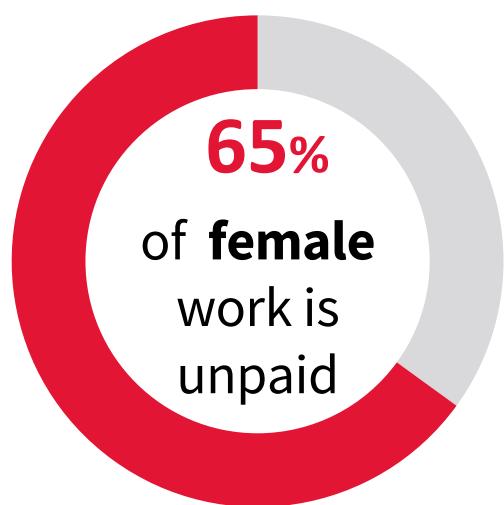


- Differences in work, travel patterns, safety, activities, caregiver roles
- Diagram example of a two parent household where one works full-time and the other works part-time as well as undertaking the (unpaid) household tasks.

⁴ Source: EU Civitas Policy Note "Gender Equality and mobility: Mind the Gap"

Gender data and it's impact on access to our towns and cities

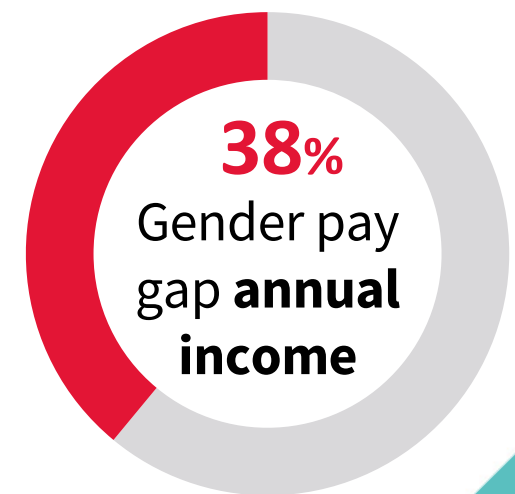
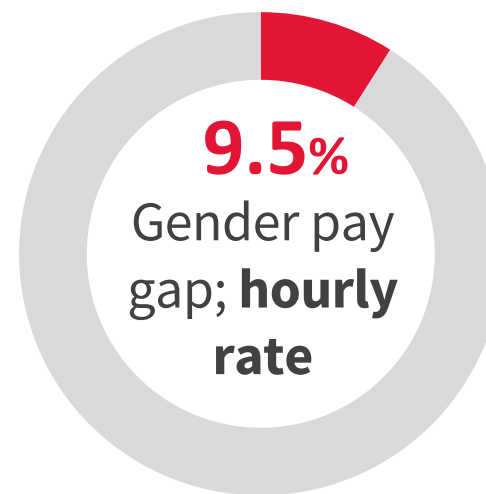
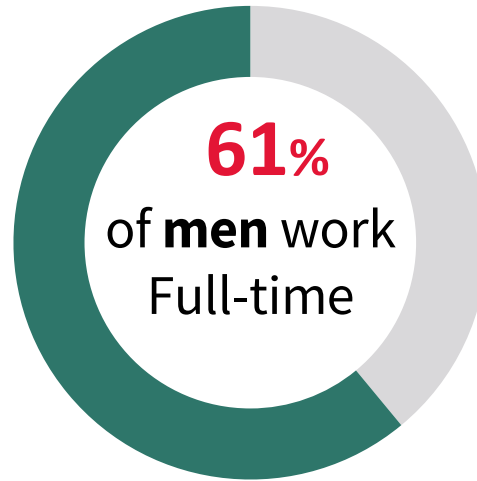
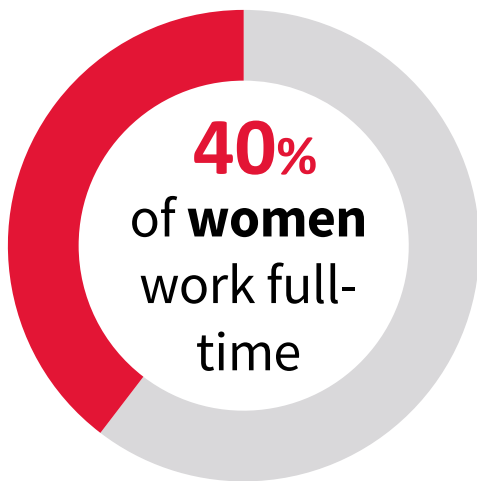
Women do the majority of unpaid care work



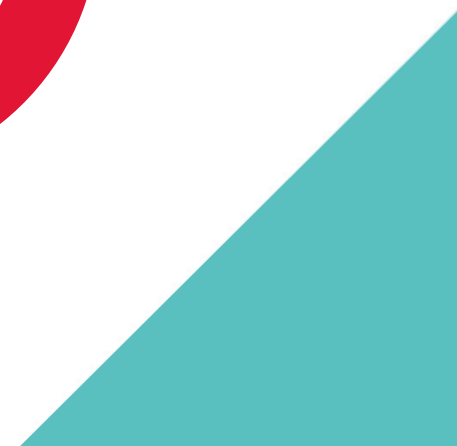
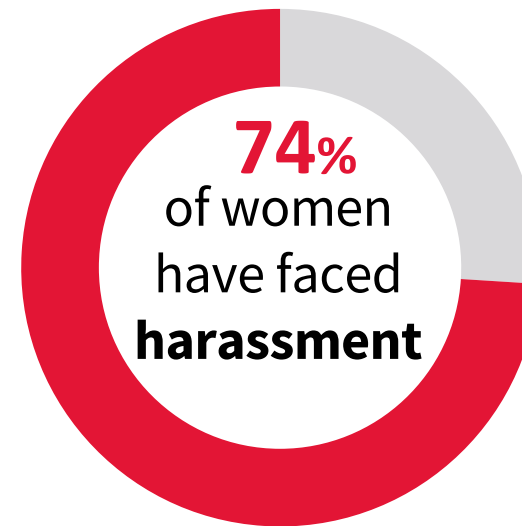
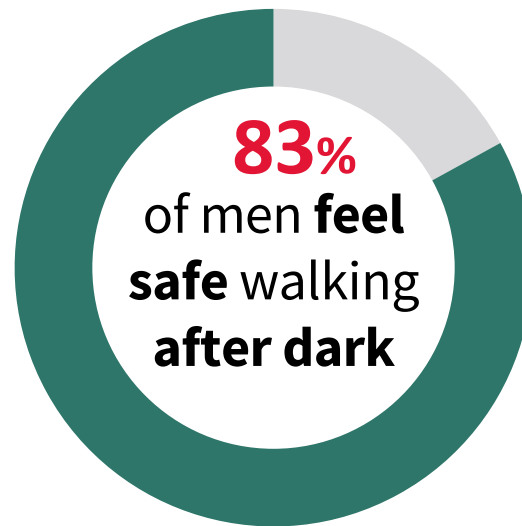
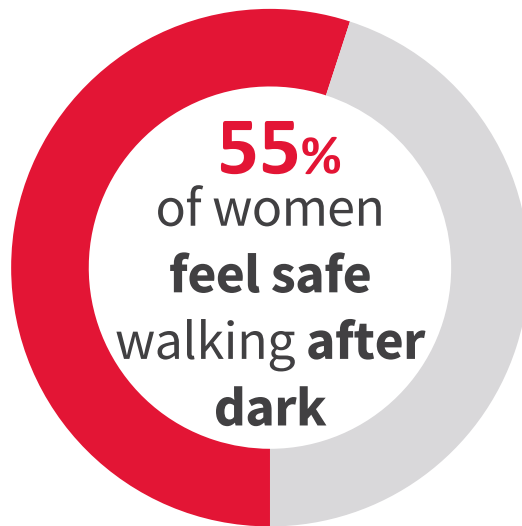
Source: Statistics NZ Time Use Survey, 2009/10
Statistics NZ, 2018
Statistics NZ Disability Survey, 2013



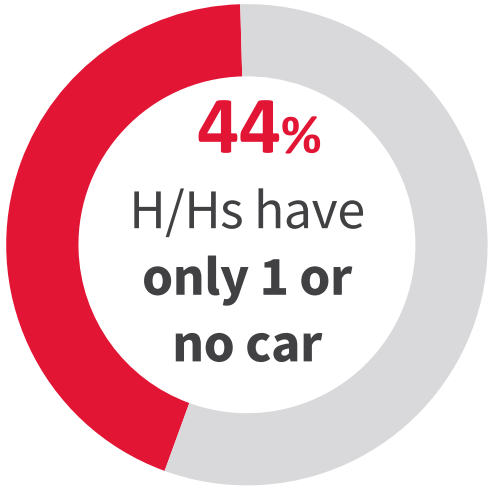
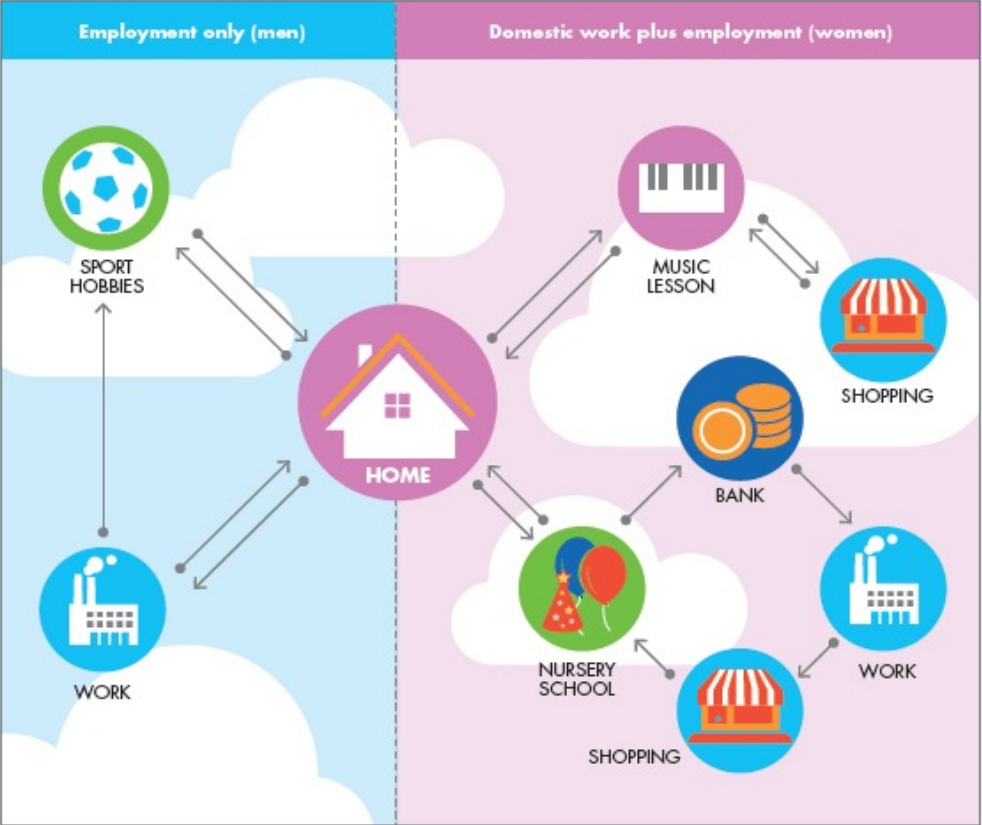
Women are more likely to do less paid work and women get paid less than men



Women and girls have different fears when moving around the city



Women and girls have different barriers to moving around the city

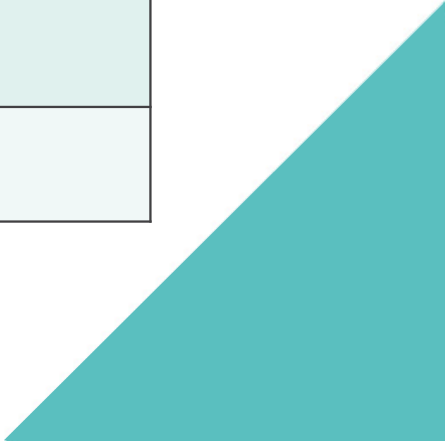


9 Source: EU Civitas Policy Note "Gender Equality and mobility: Mind the Gap"
 NZ Quality of Life Survey, 2018
 Benchmarking cycling and walking in six New Zealand Cities, 2015



Summary of gendered factors & their impacts

	Transport choices	Access to public space	Physical activity	Earning ability	Level of independence
Unpaid work	✓	✓	✓	✓	✓
Pay gap	✓		✓	✓	✓
Safety	✓	✓	✓		✓
Barriers	✓	✓	✓		✓

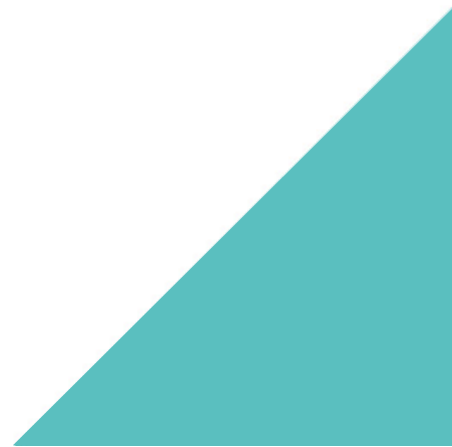


How can these impacts be addressed through transport planning and design?

Cities can and should be designed for everyone

“Cities have the capability of providing something for everyone, only because, and only when, they are created by everybody”

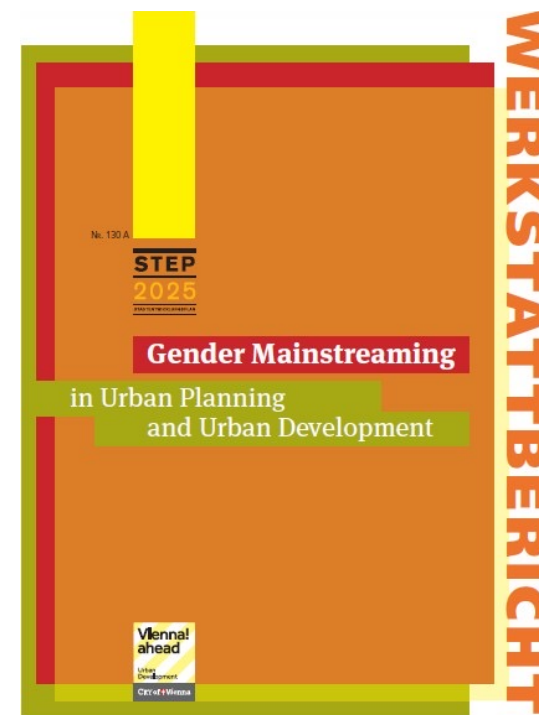
Jane Jacobs, *The Death and Life of Great American Cities*.



What is Gender Mainstreaming?

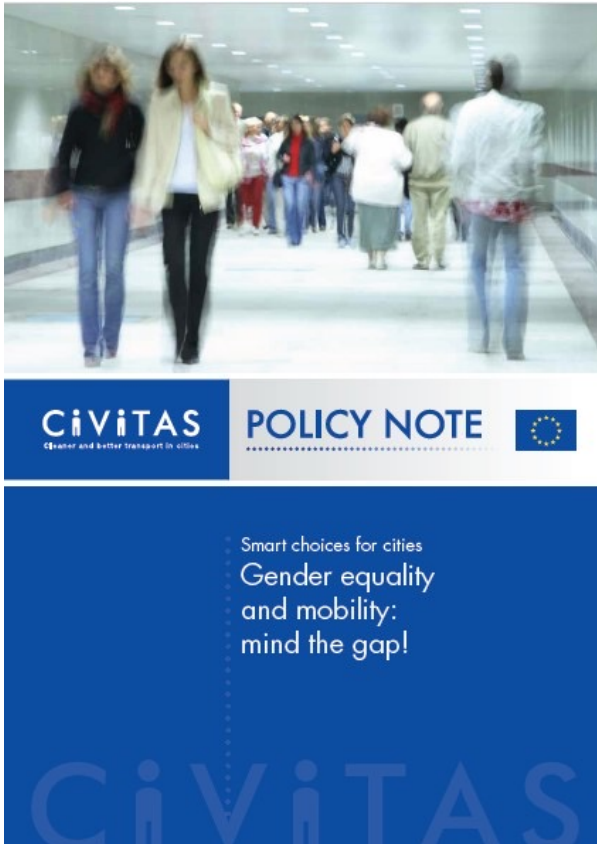
It involves **applying a gender lens** to all policies, planning, budgeting decisions and design projects.

Vienna, Austria has been practicing it **since 1992** when the Women's Office of the City was set up.



Vienna's Gender Mainstreaming Urban Design Guidelines

EU Policy Note - Gender equality & mobility



- Policies should support women's mobility needs
- Improving accessibility, safety and comfort are key
- Women are more likely to adopt sustainable travel



Flexible Transport Services



Pink women only taxis being widely implemented

- Women's only taxis at night
- Female only parking areas
- Buses stopping between bus stops
- Free to ride PT with a pushchair
- Frequent services
- Separated cycleways
- Slower roads
- Walkable, barrier free network

Public Transport – On-demand buses



Timaru MyWay on demand bus service

- Can be booked for a specific time
- App and phone bookings
- Reduced walking distances
- Increased accessibility
- Enables trip chaining via PT

Separated cycleways



Bad gender design



Good gender design

- Women with children are **60%** less likely to bike
- **41%** of ChCh cyclists are women
- **9%** increase following major cycleways

Source: Beyond the Bicycle, Caroline Shaw 2020
Christchurch City Council, 2020

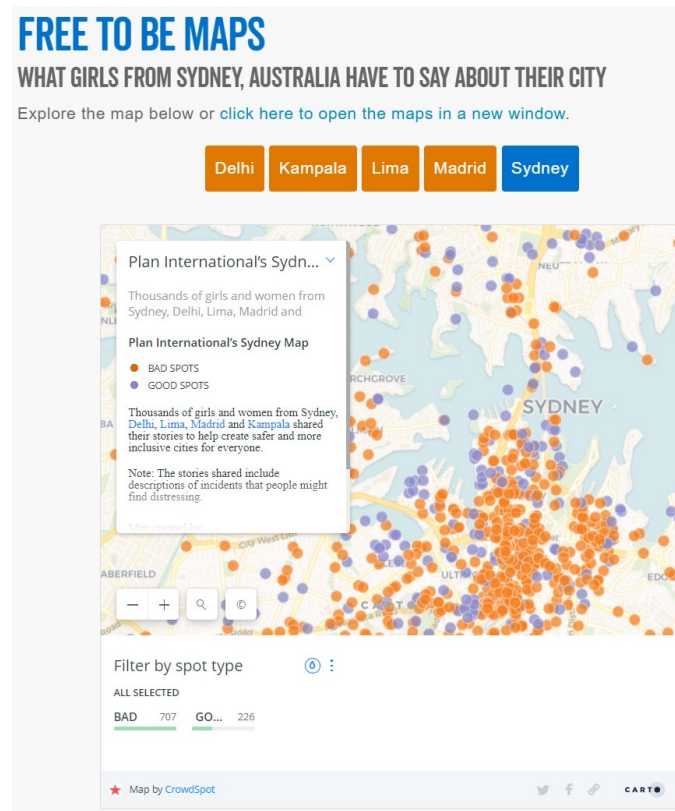
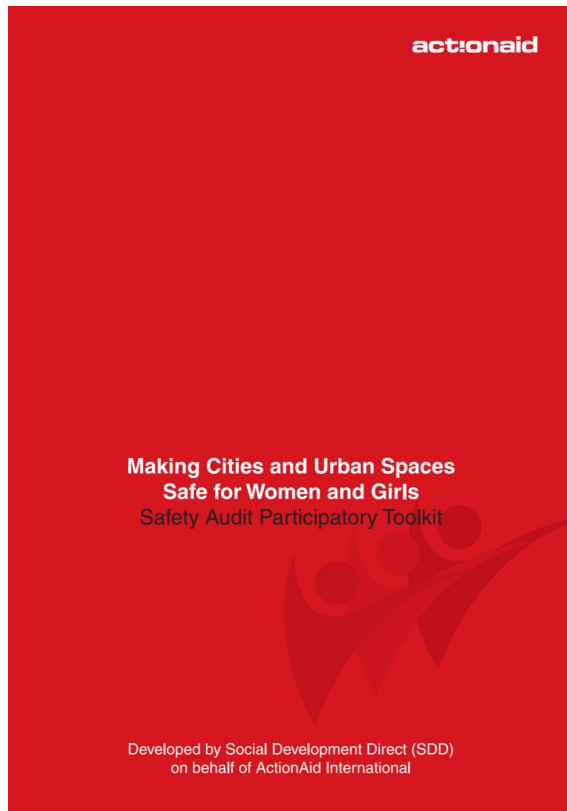
Urban Design – a city of short distances



Aspern Seestadt, Vienna

- Jobs, schools, homes & amenities in close proximity
- Supports demands of daily life
- Encourages active transport
- Improves independence of residents

Women's Safety Audit Tool & digital platforms



- Highlights gender perceptions
- City streets a large proportion of public space
- Presence of women improves perception of safety
- Apps to map safe & unsafe spots
- Merge CPTED with a gender lens

Gender Budgeting

Gender Budgeting: Step-by-step toolkit

Guidance for mainstreaming gender into the EU Funds

This step-by-step toolkit aims to assist managing authorities in the European Union to apply gender budgeting tools in the processes of the European Union Funds under shared management (from here on EU Funds).



Why gender budgeting? →

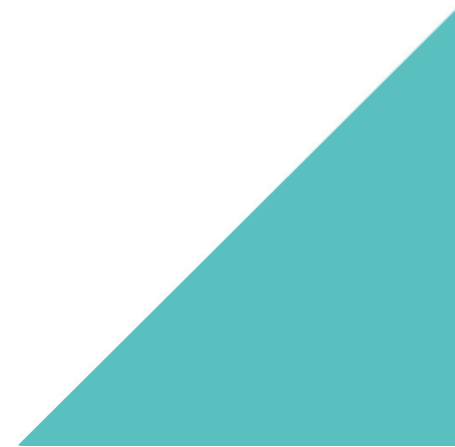
Practical tools and examples →

- Identifies expenditure which impacts on a particular gender.
- For example:
 - Transport infrastructure prioritisation
 - Travel subsidies
 - Streetscape spending
 - Priority of neighbourhoods

Summary of how gender impacts can be addressed

As these examples illustrate, gender mainstreaming needs to be applied across all functions at both central and local government levels right through to private developments. This includes:

- Policy & strategy
- Urban design
- Public safety
- Transport services
- Public spaces
- Funding and budgeting



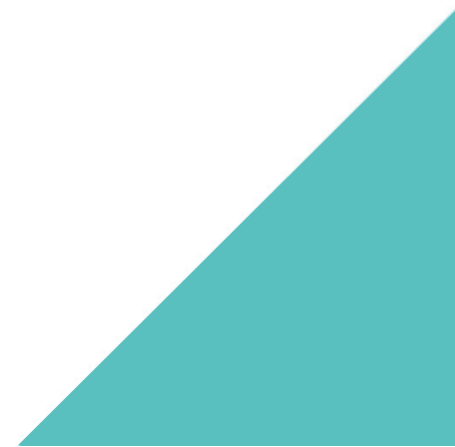
What next?

What does this mean for transport planning and design?

- Collect additional information to fill gender data gaps for the full spectrum of genders;
- Incorporate gender mainstreaming into transport planning, design and implementation;
- Explicitly build gender equity into strategies, policies and master plan documents;
- Develop, implement and promote local gender mainstreaming guidance documents and assessment criteria;

What does this mean for transport planning and design?

- Apply a gender lens to funding and prioritising of project delivery;
- Actively educate, advocate and promote gender mainstreaming through all professions



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