

POLICY BRIEF

SDG #5

**GENDER EQUALITY
AND SAFE AND
SECURE MOBILITY**



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Key Words:

gender equality, safe and sustainable mobility, inclusivity, ending violence against women and girls, road safety

MEET THE WRITERS



LAURA DANIELA GÓMEZ

“ I hope this policy brief helps decision makers, private sector leaders and civil society organizations to have a clear overview on what are the challenges we face to make cities safer and more accessible for the mobility of girls and women all around the world. We need to collaborate and take immediate action to overcome these issues. ”



OLUFUNKE ELIZABETH AFESOJAYE

“ Road Crashes and SDG5 are part of the biggest problems in Africa because they cause economic losses to individuals and families as a whole. These issues are preventable as they arise from human actions and inactions, there is a need for everyone to join hands by building a collaborative environment where everyone is involved in the process of developing strategies aimed at overcoming these challenges . So, there is a need for equal participation of both male and female in the transport system in Africa which will increase diversity that tends to support economic development.”



VALERIA BERNAL CASTILLO

“ I would like this policy brief to encourage public and private sector organizations to meet the needs of women within mobility, understanding the challenges that cities must face post-pandemic. Clearly, these decisions must be equitable in order to achieve the Sustainable Development Goals.”

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OVERVIEW

Road safety, gender, and mobility systems are in the spotlight of scholarly pursuits and policy agendas that promote sustainable and inclusive cities worldwide. At the Habitat III Conference held in Quito, Ecuador in October 2016, governments established a new urban agenda (NUA) including overarching objectives to make cities more accessible and inclusive¹.

However, lack of equitable access to safe and secure mobility for women and girls continues to be a global issue, denying them access to services, economic, political and social opportunities, education and culture and creates major barriers for equal participation between genders².

The failure to implement gender-responsive and transformative planning and implementation of our mobility systems prevents gender equality and puts in jeopardy the achievement of Sustainable Development Goals (SDGs) to halve global road deaths by 2030 (See SDG 3.6: Good Health and Wellbeing); and to create safe, accessible, affordable and sustainable transport systems for all (See SDG 11.2: Sustainable Cities and Communities).

In many cities around the world, particularly in low- and middle-income countries, the road infrastructure and connectivity of mobility options does not consider the specific needs of women and girls. Instead, transport systems are built upon and reinforce structural inequalities that limit women's visibility and access to public spaces.

In reality, this means women and girls are trying to navigate transport systems not built for them, which are not easily accessible, safe or secure. Although men are more at risk of dying in road traffic crashes globally³, women are more likely to be killed as vulnerable road users due to high vehicle speeds and poor allocation of public space to walk or cycle⁴.

Women are the majority users of public transport worldwide⁵, and they can often be at risk of sexual harassment whilst using public transport. This hinders their access to mobility options and hence, impacts their quality of life.

This paper seeks to highlight how lack of road safety and safe mobility is a gender equality issue that requires gender-responsive and transformative planning to protect and ensure equal access to all genders. We believe that road safety includes viable infrastructure, laws, regulation, enforcement and post-crash care in line with the safe systems approach as well as the guarantee of personal security whereby transport systems and policies ensure that women and girls feel safe while they travel at any time and any place.

¹Heather Allen, Cárdenas, G., Pereyra, L., Sagaris, L (2019). Ella se mueve segura (ESMS). Un estudio sobre la seguridad personal de las mujeres y el transporte público en tres ciudades de América Latina. Caracas: CAF y FIA Foundation. Retrieved from <http://scioteca.caf.com/handle/123456789/1405>

²<https://www.unwomen.org/sites/default/files/Headquarters/Attachments/Sections/Library/Publications/2020/Brief-COVID-19-and-ensuring-safe-transport-with-and-for-women-and-girls-en.pdf>

³<https://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries>

⁴<https://genderchampions.com/news/women-and-road-safety-an-interview-with-nneka-henry-of-unrsf>

⁵<https://sustainablemobility.iclei.org/rethinking-public-transportation-for-womens-safety-and-security/>

KEY FACTS

- Men under 25 are three times more likely to die in a road crash than women of the same age⁶, yet women are 20 - 28% more likely to be killed on a per crash basis than men⁷
- Women are 47% more likely to be injured in a crash than men⁸, and despite wearing a seatbelt 17 times more likely to die than men⁹
- Vehicle safety technologies are designed and tested in consideration of male bodies, not women and therefore do not protect women as effectively¹⁰
- Women are disproportionately impacted by road traffic crashes, particularly women in low-income households¹¹
- Globally, women face a higher risk of being seriously injured as pedestrians and face higher risks as vehicle passengers than men¹²
- Surveys show a high prevalence of sexual harassment or violence experienced by women and girls on public transport or in public spaces: 54%, 71%, 83 %, 99.6%, and 100% in Kenya, Nepal, Egypt, Brazil and France¹³ respectively.
- Across 46 countries surveyed, only 17% of transport sector jobs are occupied by women¹⁴

⁶ <https://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries>

⁷ <https://www.forbes.com/sites/tanyamohn/2021/02/11/are-women-at-greater-risk-of-serious-injury-in-car-crashes-new-research-takes-a-look/>

⁸ Bose D, Segui-Gomez M, Crandall JR. Vulnerability of female drivers involved in motor vehicle crashes: an analysis of US population at risk. *Am J Public Health*. 2011 Dec;101(12):2368-73. doi: 10.2105/AJPH.2011.300275. Epub 2011 Oct 20. PMID: 22021321; PMCID: PMC3222446.

⁹ Kahane, C. J. (2013, May). Injury vulnerability and effectiveness of occupant protection technologies for older occupants and women. (Report No. DOT HS 811 766). Washington, DC: National Highway Traffic Safety Administration.

¹⁰ <https://blogs.worldbank.org/transport/who-safer-road-men-or-women>

¹¹ <https://documents1.worldbank.org/curated/en/761181612392067411/pdf/Traffic-Crash-Injuries-and-Disabilities-The-Burden-on-Indian-Society.pdf>

¹² <https://blogs.worldbank.org/transport/who-safer-road-men-or-women>

¹³ <https://stopstreetharassment.org/resources/statistics/statistics-academic-studies/>

¹⁴ <https://www.unwomen.org/sites/default/files/Headquarters/Attachments/Sections/Library/Publications/2020/Brief-COVID-19-and-ensuring-safe-transport-with-and-for-women-and-girls-en.pdf>

ROAD TRAFFIC CRASHES IMPACT MEN AND WOMEN DIFFERENTLY

Globally, 1.35 million people die from road traffic crashes every year and millions more are seriously injured¹⁵. Road traffic injury is the leading killer of those aged 5 to 29¹⁶. Data shows that men under 25 years old are three times more likely to die in a road crash than women of the same age, and an estimated 73% of the global deaths are men under 25 years old.¹⁷

However, many women die every year due to road crashes. Although road traffic injury kills significantly more men than women each year, women represent 29%¹⁸ of the total of the total deaths in the US, 24% in the EU¹⁹, 25% in Africa²⁰ and an estimated 28%²¹ in Latin America and the Caribbean.

In addition, U.S. studies show that women involved in a crash are 47% more likely to be seriously injured than men²² and 17% more likely to die even if they are wearing a seatbelt²³. Further U.S. research has found that on a per-crash basis, women are 20-28% more likely than men to be killed and 37-73% more likely to be seriously injured in motor crashes²⁴. In contrast, it is well known that women's behaviour as drivers is usually more careful and less risky, since generally they avoid speeding, driving under the influence of alcohol and driving without wearing seat belts. Hypothetically, if all road users drove like women, road mortality rates across the EU, for example, would be about 20% lower than the average²⁵.

Historically, vehicle safety technology has been tested on the typical male body, ignoring the specific needs of women²⁶, therefore putting women at a greater risk in the incident of a crash. This highlights how even improvements in road safety are often designed prioritising men's needs. Men and women should be able to use transport knowing they are equally protected in the event of a crash.

Over 50% of global deaths are vulnerable road users such as cyclists, pedestrians or motorcyclists²⁷. Largely, this is due to a lack of safe infrastructure, and high speed roads, making it impossible for vulnerable road users to travel safely. Globally, women face a higher risk of being seriously injured as pedestrians and face higher risks as vehicle passengers than men²⁸. For instance in 2019, in Bogota 60% of women killed in road traffic crashes were pedestrians, compared to 44% of men²⁹. In Europe, women are more likely to be killed as car passengers and pedestrians than as car drivers and motorcyclists³⁰.

¹⁵ <https://www.who.int/publications/i/item/9789241565684>

¹⁶ <https://www.who.int/publications/i/item/9789241565684>

¹⁷ <https://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries>

¹⁸ Total motor vehicle deaths, including vehicle drivers, vehicle passengers, large truck drivers, large truck passengers, pedestrians, motorcyclists and bicyclists. <https://www.iihs.org/topics/fatality-statistics/detail/males-and-females>

¹⁹ https://ec.europa.eu/transport/road_safety/sites/default/files/pdf/statistics/dacota/bfs2016_gender.pdf

²⁰ <https://www.afdb.org/fileadmin/uploads/afdb/Documents/Publications/Economic%20Brief%20-%20Mortality%20in%20Africa%20%20The%20Share%20of%20Road%20Traffic%20Fatalities.pdf>

²¹ <https://www.who.int/data/gho/data/indicators/indicator-details/GHO/estimated-number-of-road-traffic-deaths>

²² Bose D, Segui-Gomez M, Crandall JR. Vulnerability of female drivers involved in motor vehicle crashes: an analysis of US population at risk. *Am J Public Health*. 2011 Dec;101(12):2368-73. doi: 10.2105/AJPH.2011.300275. Epub 2011 Oct 20. PMID: 22021321; PMCID: PMC3222446.

²³ Kahane, C. J. (2013, May). Injury vulnerability and effectiveness of occupant protection technologies for older occupants and women. (Report No. DOT HS 811 766). Washington, DC: National Highway Traffic Safety Administration.

²⁴ <https://www.forbes.com/sites/tanyamohn/2021/02/11/are-women-at-greater-risk-of-serious-injury-in-car-crashes-new-research-takes-a-look/>

²⁵ <https://blogs.worldbank.org/transport/who-safer-road-men-or-women>

²⁶ <https://blogs.worldbank.org/transport/who-safer-road-men-or-women>

²⁷ <https://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries>

²⁸ <https://blogs.worldbank.org/transport/who-safer-road-men-or-women>

²⁹ <https://www.despacio.org/wp-content/uploads/2020/03/mujeresbogotalascuentas20200303web.pdf>

³⁰ https://ec.europa.eu/transport/road_safety/sites/default/files/pdf/statistics/dacota/bfs2018_main_figures.pdf

ECONOMIC IMPACT OF ROAD TRAFFIC CRASHES DISPROPORTIONATELY IMPACTS WOMEN

It is not only road traffic crashes that have a disproportionately negative financial effect on women; poorly designed transport systems also hamper their ability to access economic opportunities. Women make up the majority of the world's poor³¹ and access to secure and affordable transport systems is an important factor in lifting them out of poverty. If women had equal participation with men in all labour markets, this would add \$28TN to the global economy³², benefitting all society.

The impacts of a road traffic crash³⁴ tends to have wider health and financial consequences for women compared to men, adding to a vicious cycle of socio-economic disadvantages that reinforce gender inequality. Women have less access to adequate post-crash care and are less likely to have health insurance or financial reserves to cover their costs³³.

A 2021 World Bank Study on India, found women, especially from low-income households, to be disproportionately impacted by the results of a crash. In households where men are injured by a road traffic crash, women are often plunged into poverty and lack the literacy skills to access insurance to support themselves financially³⁵. Women are burdened with additional caring responsibilities and extra labour to cope, contributing to 'time poverty' that creates barriers to personal development and accessing opportunity³⁶.

WOMEN HAVE DIFFERENT MOBILITY NEEDS TO MEN

Women have different mobility needs to men, yet these are not recognized in our transport systems. Women tend to use sustainable mobility options such as walking, cycling or public transport, particularly women with low incomes³⁷. Women have more diverse and less predictable mobility needs than men often due to irregular working hours, household chores and caregiving responsibilities³⁸. Men's movements mostly involve going from a point of departure to a point of arrival; generally, from home to work (pendular), while women's movements are "polygonal", meaning that they involve multiple trips with different focal points between journeys³⁹.

A 2018 ITDP study of women in Recife, Brazil, highlights that women make multiple trips per day (trip-chaining) due to paid work and care-giving responsibilities, and that many of these journeys are made on foot or linking to public transport⁴⁰. The same study highlights the difficulty women have making these important journeys safely due to lack of, or poorly maintained sidewalks covered in dirt and rubbish, with vendors taking up the available space meant for pedestrians and motor vehicles using sidewalks as a shortcut.

³¹ <https://www.oxfam.org/en/why-majority-worlds-poor-are-women>

³² https://www.itf-oecd.org/sites/default/files/docs/womens-safety-security_0.pdf

³³ <https://blogs.worldbank.org/endpovertyinsouthasia/road-crashes-affect-women-and-men-differently-heres-why>

³⁴ <https://documents1.worldbank.org/curated/en/761181612392067411/pdf/Traffic-Crash-Injuries-and-Disabilities-The-Burden-on-Indian-Society.pdf>

³⁵ <https://documents1.worldbank.org/curated/en/761181612392067411/pdf/Traffic-Crash-Injuries-and-Disabilities-The-Burden-on-Indian-Society.pdf>

³⁶ <https://documents1.worldbank.org/curated/en/761181612392067411/pdf/Traffic-Crash-Injuries-and-Disabilities-The-Burden-on-Indian-Society.pdf>

³⁷ <https://www.itf-oecd.org/womens-safety-security>

³⁸ <https://sustainablemobility.iclei.org/rethinking-public-transportation-for-womens-safety-and-security/>

³⁹ https://repositorio.cepal.org/bitstream/handle/11362/44903/1/S1900405_en.pdf

⁴⁰ https://itdpdotorg.wpengine.com/wp-content/uploads/2018/08/Women-and-Childrens-Access-to-the-City_ENG-V1_Jun-2018.pdf

High-levels of traffic related violence impact women's journeys too; women in Recife highlighted that existing laws are not enforced, cars speed and do not respect the rules of the road⁴¹. Women feel like they there are left in 'no man's land attempting to walk, cycle or use public transport while trying to complete important journeys to access care, services and paid work⁴² adding extra time, stress and cost to their journeys.

'Infrastructural immobility', caused by lack of access to public transport within safe walking distance greatly impacts the lives of women in low income neighbourhoods⁴³. For example, Kochi, India, has an extensive bus network but it does not serve the poorest parts of the city⁴⁴ therefore by-passing the women and girls who need it most to access socio-economic opportunities. Poor connectivity to public transport, poor quality sidewalks and lack of road safety have a deep impact on women's mobility in the city⁴⁵.

When cities attempt to put pedestrian infrastructure in place, often it does not suit the needs of women either. EASST - the Eastern Alliance for Safe and Sustainable Transport - has found that across their 14 partner countries, women report being worried for their personal security using poorly lit pedestrian underpasses, with pedestrian bridges becoming inaccessible for parents carrying out care-giving activities⁴⁶.

⁴¹ https://itdpdotorg.wpengine.com/wp-content/uploads/2018/08/Women-and-Childrens-Access-to-the-City_ENG-V1_Jun-2018.pdf

⁴² https://itdpdotorg.wpengine.com/wp-content/uploads/2018/08/Women-and-Childrens-Access-to-the-City_ENG-V1_Jun-2018.pdf

⁴³ <https://safetipin.com/report/disconnected-infrastructures-and-violence-against-women-vaw/>

⁴⁴ <https://safetipin.com/report/disconnected-infrastructures-and-violence-against-women-vaw/>

⁴⁵ <https://safetipin.com/report/disconnected-infrastructures-and-violence-against-women-vaw/>

⁴⁶ <https://www.itf-oecd.org/womens-safety-security>

HARASSMENT AND VIOLENCE RESTRICTS WOMEN AND GIRLS' RIGHT TO MOVE FREELY

Women use public transport more than men⁴⁷, yet public transport is also a place women feel particularly unsafe, and where many women experience unwanted attention, harassment or assault. Women tend to travel at off-peak hours with fewer passengers due to the nature of their employment, adding to their vulnerability to harassment or violence⁴⁸.

Surveys show a high prevalence of sexual harassment or violence experienced by women and girls on public transport or public spaces: 54%, 71%, 83 %, 99.6%, and 100% in Kenya, Nepal, Egypt, Brazil and France⁴⁹ respectively. In Latin America, 6 in 10 have been physically harassed on public transport⁵⁰. Research from Delhi in 2010 reveals that 95% of women had experienced harassment within the last year, identifying streets, buses and public transport as areas they felt most unsafe⁵¹. The same survey revealed girls and college students aged 15 - 19 to be most vulnerable to harassment or violence, highlighting this as an especially pervasive problem for youth⁵². A 2009 Delhi survey revealed 95% of women's mobility was restricted due to fear of harassment⁵³.

The scale of the issue is so large it seems ubiquitous to the female existence in every country, in every context. And yet despite the pervasive nature of gender based violence experienced by women and girls accessing their mobility, reporting and prosecution is desperately low. For example, women surveyed in London⁵⁴ (2019) and Egypt⁵⁵ (2008) show extremely low reporting rates of sexual harassment and violence on public transport or in public spaces: 2% and 2.4% respectively. Social norms, shame, victim blaming, patriarchal societies and lack of trust in often inadequate reporting systems prevent action on this issue that women and girls are forced to live with as a price for their mobility.

Trauma from sexual harassment or assault deeply impacts women and girls. They develop coping mechanisms that change the way they live, move, and experience urban spaces. When women and girls feel threatened they travel in groups, choose more expensive options of private mobility (if they have the resources), change routes and times for travel or opt to not travel at all to access services and opportunities that would greatly benefit their lives⁵⁶. Nonetheless both men and women who use public transport find it an insecure environment, and have concerns about harassment⁵⁷.

The lack of inclusion of women and girls' needs in transport policy and planning means women face higher costs, stress, fear, risk and time poverty while battling with mobility systems that do not protect them or support their daily lives. The COVID-19 pandemic further exacerbates these inequalities experienced by women and girls. The pandemic

⁴⁷ Pirra, M.; Kalakou, S.; Carboni, A.; Costa, M.; Diana, M.; Lynce, A.R. A Preliminary Analysis on Gender Aspects in Transport Systems and Mobility Services: Presentation of a Survey Design. *Sustainability* 2021, 13, 2676. <https://doi.org/10.3390/su13052676>

⁴⁸ <https://sustainablemobility.iclei.org/rethinking-public-transportation-for-womens-safety-and-security/>

⁴⁹ <https://stopstreetharassment.org/resources/statistics/statistics-academic-studies/>

⁵⁰ Women Around The World Are Harassed And Abused On Public Transportation | HuffPost UK ([huffingtonpost.co.uk](https://www.huffpost.com))

⁵¹ UN Women supported survey in Delhi | UN Women – Headquarters

⁵² https://www.itf-oecd.org/sites/default/files/docs/womens-safety-security_0.pdf

⁵³ https://www.itf-oecd.org/sites/default/files/docs/womens-safety-security_0.pdf

⁵⁴ <https://yougov.co.uk/topics/legal/articles-reports/2020/01/22/most-women-have-been-sexually-harassed-london-publ>

⁵⁵ https://www.endvawnow.org/uploads/browser/files/ecrw_sexual_harassment_study_english.pdf.pdf

⁵⁶ <https://safetipin.com/report/disconnected-infrastructures-and-violence-against-women-vaw>

⁵⁷ <http://scioteca.caf.com/handle/123456789/1405>

era has also seen an increase in gender based violence, and public transport has been no exception. The majority of health workers are women working unsociable hours, relying on public transport to access their work. However, many have experienced violence or harassment on public transport, particularly where ridership has decreased, or services have been reduced, impacting their personal security⁵⁸.

YOUNG WOMEN AND GIRLS STRUGGLE TO ACCESS EDUCATION

Access to education is a crucial gateway for girls to escape poverty, access future opportunities and reach their full potential⁵⁹. Yet lack of road safety and personal security is a major contributor to missing out on education. A 2012 UN Women study of women in Kigali found that 42% are concerned about accessing education for fear of violence or harassment, increasing to 55% after dark⁶⁰.

A 2019 study of mobility patterns of adolescent girls in 3 districts of Delhi highlighted poor road conditions, such as lack of access to footpaths, meant that many girls skipped school during inclement weather.⁶¹ Lack of safe footpaths, and lack of public transit points within walking distance intersect with feelings of vulnerability to unwanted attention, with street harassment cited as a major reason to abandon education in one of the surveyed locations⁶².

Research conducted in 2011 across Kenya, Mozambique and Ghana shows that fear of violence or harassment while walking to and from school is one of the reasons girls drop out of education⁶³. These mobility related issue intersects with other structural inequalities that prevent girls' participation in education such as the expectation to perform unpaid labour at home or care for younger or sick family members as well as a lack of funds to pay for school⁶⁴.

⁵⁸ <https://www.unwomen.org/sites/default/files/Headquarters/Attachments/Sections/Library/Publications/2020/Brief-COVID-19-and-ensuring-safe-transport-with-and-for-women-and-girls-en.pdf>

⁵⁹ <https://www.un.org/sustainabledevelopment/blog/2017/06/millions-could-escape-poverty-by-finishing-secondary-education-says-un-cultural-agency/>

⁶⁰ <https://stopstreetharassment.org/resources/statistics/statistics-academic-studies/>

⁶¹ [safetipin-safe-mobility.pdf \(fiafoundation.org\)](#)

⁶² [safetipin-safe-mobility.pdf \(fiafoundation.org\)](#)

⁶³ https://www.eccnetwork.net/sites/default/files/media/file/svags_-_a_cross_country_analysis_of_baseline_research_from_ghana_kenya_and_mozambique.pdf

⁶⁴ https://www.eccnetwork.net/sites/default/files/media/file/svags_-_a_cross_country_analysis_of_baseline_research_from_ghana_kenya_and_mozambique.pdf

LOW PARTICIPATION OF WOMEN AND GIRLS REINFORCES GENDER INEQUALITY IN MOBILITY SYSTEMS

There is a need for equal participation of all genders in the transport system to make it inclusive and safer. However, women are largely absent from decision making in the transport sector and have low labour force participation⁶⁵. Across 46 countries surveyed, only 17% of transport sector jobs are occupied by women⁶⁶. For example, Africa's transport arena is still dominated by men: men dominate all types of vehicle ownership and operation, and often dictate how women must negotiate their journeys⁶⁷. Women's lack of visibility as workers in the sector contributes to male dominance of transport and travel operations globally.

Discrimination against women is an employment issue within the transport sector in many parts of the world⁶⁸. The Covid-19 crisis is intensifying pre-existing inequalities in the sector⁶⁹. In Kenya, it is estimated that out of the few women who work in mobility, 52% will lose their jobs due to the pandemic, whilst also being subjected to sexual harassment and requests for sexual favours to keep their employment⁷⁰.

LOCAL ACTION FOR A GLOBAL ISSUE A CASE STUDY



INTERVIEW WITH KENNETH MULINDE, GLOBAL YOUTH COALITION FOR ROAD SAFETY, UGANDA



To all young people out there, you have the power to change yourself and to influence change in the lives of others. The time to act is now! So that youth, children, girls, and women in our communities can enjoy travelling without the fear of being run down by a speeding vehicle or from violence."

⁶⁵ <https://www.itfglobal.org/es/reports-publications/el-impacto-del-futuro-del-trabajo-para-las-mujeres-en-el-transporte-publico>

⁶⁶ <https://www.unwomen.org/sites/default/files/Headquarters/Attachments/Sections/Library/Publications/2020/Brief-COVID-19-and-ensuring-safe-transport-with-and-for-women-and-girls-en.pdf>

⁶⁷ <https://www.sciencedirect.com/science/article/pii/S0967070X21001694>

⁶⁸ Turnbull, P (2013) ILO, Promoting the employment women in the transport sector – obstacles and policy options

⁶⁹ <https://www.itf-oecd.org/sites/default/files/docs/transport-innovation-sustainable-development-gender.pdf>

⁷⁰ <https://www.unwomen.org/sites/default/files/Headquarters/Attachments/Sections/Library/Publications/2020/Brief-COVID-19-and-ensuring-safe-transport-with-and-for-women-and-girls-en.pdf>

ROAD SAFETY AND GENDER EQUALITY A YOUTH ISSUE

In my view, the fight for gender responsiveness transport systems can only be achieved when decision makers deliberately position inclusive and evidence-based road safety approaches and regulations that equitably answer to the safety, and travel needs of men and women. The fact that road traffic injury is the leading cause of death for young people world-wide means youth should be placed at the front and centre of solving this global road safety crisis by providing them with tools, resources, and a platform to meaningfully participate and engage in decision making processes at local and international levels, as co-designers and co-leaders of the desired change of halving the deaths by 2030.

SDG target 5.1 and 5.2, calls for an end to any form of discrimination against all women and girls everywhere, and the elimination of violence against all women and girls in the public and private spheres, including trafficking, sexual and other types of exploitation. Eliminating gender-based violence in mobility management should be a priority to all countries, given that this is one of the most pervasive human rights violations in the world today.

ROAD SAFETY ISSUES IN KAMPALA'S COMMUNITY

In Uganda, unsafe public transport, and poor road infrastructure negatively affect overall delivery of and access to health and education services for young people. It also exposes female travellers to sexual harassment, violence and intimidation which greatly perpetuates inequality. Youth are not consulted by authorities about travel needs.

THE LOCAL ACTION PROJECT

The project dubbed **#BeRoadSmartUG**, addresses the need for a gender responsive transport system that protects vulnerable road users from verbal and physical attacks. It has empowered and strengthened hundreds of young people to petition concerned authorities for the prioritisation of public safety for women and girls, by positioning strategies and laws that elevate gender equality, safety, and participation of youth, and particularly women in decision-making processes.

At the same time the **#BeRoadSmartUG** campaign - a dedicated campaign to amplify youth voices on mobility issues in Kampala - is promoting women's safety and security on the roads and building their capacities to collectively demand for their right to a safe and gender responsive transport system that safeguards vulnerable road users from any kind of prejudice and violence.

Through our advocacy actions we have reached the Ministry of Works and Transport, the Police Force and Kampala Capital City Authorities to call for the urgent improvement of public safety including strategies to facilitate the rapid and reliable reporting of sexual offences on public transport, and the implementation of a feminist approach to road safety to achieve an inclusive, connected, and sustainable environment for all.

ADVOCACY IMPACT ACHIEVED SO FAR

The youth leadership at the Rubaga Division local Government, and Kampala Capital City Authority have pledged to further support the demands of young people by presenting the

petition for discussion at City Council meetings, so that gender perspectives are strongly considered in community road development and the establishment of safe school zones are pushed for all schools under the jurisdiction of Kampala Capital City Authority in Rubaga Division.

The office of the District Police Commander pledged to work with sister enforcement agencies to strongly respond to the insecurities on our community roads by increasing routine check points in the night hours, and deployment of security on isolated dark roads to reduce crime and violence inflicted on vulnerable travellers in the late evenings and the night hours.

ADVOCACY ASKS FOR DECISION MAKERS

- Recognize that young people are valuable and capable members of the community.
- Share power and responsibility with the youth at all levels of development and improve cross-generational leadership in all spheres of life including family, health, education, service delivery, regional and national governance.
- Strengthen their commitment to respecting the participatory and democratic rights of youth, especially women, by allowing them to be at the front and centre of solving global challenges.



RECOMMENDATIONS

Government and Policymakers

Support cities to scale-up and mainstream meaningful participation of women and girls in the design, planning, and implementation of safe and sustainable mobility policies as a part of long-term strategies to build inclusive and sustainable cities and communities.

Promote the analysis of road traffic crashes by gender and age so that women and girls are visible in data, which in turn can inform policy design, the implementation of safe infrastructure, and the improvement of vehicle safety technology.

Invest in protective infrastructure for walking and cycling, ensuring a connected transport network that offers safe and secure access to public transit for young girls, women and men.

Develop consultation and engagement strategies to ensure road safety measures and preventive approaches respond to the unique safety needs and travel patterns of marginalised groups equally, considering how race, socio-economic status, sexual orientation, religion, disability and age intersect with gender.

Commit to fostering a gender perspective and implement strategies to promote gender equality within the transport sector, including paid internships and setting quotas for the employment of women.

WHO, UN, and International Organizations

Support governments to improve data systems and data-sharing mechanisms across local agencies on road traffic death and injury

Provide governments with tangible strategies that will enhance active participation of young girls and women in policy and decision-making, to deliver gender equality and road safety.

Civil society organizations, youth individuals, youth-led organizations and academia

Conduct qualitative and quantitative research to gather relevant information about transport patterns, and insights that lead to holistic solutions on the promotion of gender equality and safe and inclusive mobility.

Hold governments accountable on the achievement of the SDG 5 to ensure women and young girls meaningful participation in the transport sector and cities are designed under a gender inclusive vision.

Work at the grassroots level to develop awareness campaigns and challenge social norms around mobility and end gender-based violence.

Promote an intergenerational dialogue with stakeholders including NGOs, Academia, and youth organisations to advocate for gender equality and safe and sustainable mobility systems.

Leverage data and evidence when demanding and advocating for gender-inclusive public spaces and public transport.

CONCLUSION

There is no route to gender equality without gender-responsive and transformative planning in our mobility systems. Transport systems are the backbone of our societies, guaranteeing access to education, health services, economic opportunities and political and social participation. Lack of accessible, affordable and safe mobility options for women and girls compounds inequalities and reinforces gender stereotypes and social exclusion.

It is clear that a holistic approach to understanding women and girls' safety and security is needed to bring down global road deaths; to reduce injury risks specific to women; to end gender-based violence; and to create inclusive mobility systems that respond to all needs. More research and gender disaggregated data are urgently needed to understand how all these issues intersect to hinder the achievement of gender equality and the empowerment of women and girls.

It is necessary to understand women's travel patterns and design policies that respond to these needs to eliminate the 'travel burden'. Transport planners need to find a balance between the supply of transport systems designed for work related trips and the unmet mobility needs for caregiving purposes. Gendered analysis of mobility data can help assess whether specific gender needs are met properly⁷¹. Cities must ensure close proximity to goods and services so that everyone has safe access without travelling long distances and investing too much time.

Understanding and reflecting the complex mobility needs of women and girls means systematically mainstreaming their meaningful participation in policy development and implementation for safe and sustainable mobility, and far greater employment of women in the transport sector.

It is crucial that all stakeholders undertake interdisciplinary studies about travel patterns to improve understanding of gender-specific needs and formulate mobility plans with a gender transformative perspective. Integrating the gender inclusive approach into mobility policies implies the consideration of all genders as active agents in the production and in the improvement of the urban environment in general and the transport system specifically⁷².

The world should be a better place for everyone, for women and men as equal, and the governments need to develop policies to eliminate all forms of violence against women and girls, creating systems that ensure perpetrators face the law⁷³. In fact, if the government makes an effort to provide safe transport and public space for women, they will do the right thing making cities accessible by providing equal access to all services. The 'right to the city' is a right for all people around the world.

⁷¹ Ibidem.

⁷² https://repositorio.cepal.org/bitstream/handle/11362/44903/1/S1900405_en.pdf

⁷³ <https://www.unwomen.org/-/media/headquarters/attachments/sections/library/publications/2017/safe-cities-and-safe-public-spaces-global-results-report-en.pdf?la=es&vs=45>

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