



Gender Just Mobility in  
Practice



### **About the “Equal Mobility” project**

The project “Equal opportunities provide mobility and environmental protection”, short title “Equal Mobility”, is an undertaking of LIFE Bildung Umwelt Chancengleichheit e.V. (LIFE Education Sustainability Equality) in Berlin. It is funded by the Federal Environment Agency and the Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection. The funds are allocated by decision of the German Bundestag. Website: [www.gerecht-mobil.de](http://www.gerecht-mobil.de).

LIFE Bildung Umwelt Chancengleichheit e.V. is an independent, non-profit organisation that has been implementing diverse projects and campaigns in the fields of education, environment, and equal opportunities since 1988. Our core competencies are the development and testing of new educational approaches in general education, training, and continuing education, the monitoring of political processes as well as the development of consulting concepts and competence assessment procedures. Further information about the project and LIFE e.V. can be found at <http://www.life-online.de/>

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# Introduction: Equal Mobility

The climate impact of transport is well known: a fifth of all greenhouse gas emissions in Germany and a quarter worldwide are attributable to the transport sector. In addition, it causes noise pollution, the isolation of areas due to road construction, microplastics and particles from tyre and brake abrasion in all environmental media, consumption of surface areas for cars and parking spaces instead of public spaces, homes, and green or recreational areas. Unlike in other sectors, CO<sub>2</sub> equivalent emissions from transport have not decreased since 1990. This is mainly due to increased traffic and increased energy demands, which have offset the emissions reductions achieved through technological improvements. Only in the pandemic year 2020 was there a significant reduction in emissions due to reduced mobility. However, they are expected to increase if there is an increase in traffic when restrictions due to the pandemic are abolished. The energy and resource expenditure for fuel and materials is enormous (including for electric drives) and is steadily increasing with ever higher traffic volumes as well as ever larger and heavier cars. At the beginning of 2021, a

total of 48.2 million passenger cars were registered in Germany. This means that there are 580 passenger cars per 1,000 inhabitants. This is 9 percent more than in 2000.

Alongside the environmental aspects of transport, equal access to mobility and thus equal opportunities must also be considered. Mobility is crucial for the attainability of individual goals in everyday life and work and in leisure time. Mobility is therefore a prerequisite for social participation.

Unfortunately, in transport and mobility planning the main means of transport is assumed to be the car, and the traveller is assumed to be a working (male) commuter who travels as quickly as possible from home to work and back again. This model prioritises a certain group of people, but leaves out many other mobility needs and requirements that arise from diverse, dynamic, and different life situations and realities. This results in great differences, hurdles, and barriers in many people's opportunities to move around.

The mobility transition represents a unique opportunity to orient ourselves around a guiding principle that reflects all people and aims at a good life for everyone in cities, rural areas, and in between. The design of mobility and the possibility of being mobile play a decisive role in this, because they significantly influence who can move, how they move, how much of the limited public space is available, and to whom. A comprehensive mobility transition is therefore about much more than just promoting climate-friendly options, it's about participation and equality. Considering mobility from a gender perspective, and considering gender-specific needs in the design of mobility, is both a question of justice and a tool for achieving better mobility for all. If this perspective is neglected, there is a risk that the mobility transition will not only reproduce and intensify injustices, but also that its measures will be ineffective or encounter resistance because they ignore the reality of many people's lives.

Awareness of gender-specific needs in the field of mobility has been growing for several decades, yet knowledge on the subject has largely remained theoretical. What gender-equal mobility looks like in practice is still unclear to many people who are involved in the mobility transition, both professionally and in a volunteer capacity. Above all, there is little practical knowledge guiding actions to ensure that gender equality is sufficiently taken into account in the area of mobility.

This is where the Equal Mobility project comes in. It aims to make gender and socially just mobility projects that have already achieved successes visible: projects that show how the gender dimension can be taken into account in practice, how fair participation can be promoted, and how environmental impacts can be reduced. In order to achieve this, a competition for gender-equal mobility was launched. The projects selected by the competition jury are presented in this brochure as good-practice examples. They show various ways of pushing a gender just mobility transition forward.

These practical examples show simply and practically how and where gender plays a role in everyday mobility and how gender equality can be taken into account in practice. The examples thus provide both inspiration and support for those who already have gender expertise, but also for those who are dealing with gender equality and mobility or the mobility transition for the first time.

# Understanding an intersectional gender-equal mobility transition within the framework of the project

Gender equality in the context of mobility strives for social, ecological, and inclusive mobility. The focus is on equal access for women, girls, lesbians, intersex, non-binary, trans, and agender people (hereinafter shortened as: Women, non-binary and gender-expansive persons – an explanation can be found in the glossary) and the possibility of participation for all. Gender as a category is an analytical tool for considering the mobility needs and requirements of people and groups who have been marginalised by planning and implementation.

When using the term “gender”, we refer to inequalities due to biological gender (sex) and social gender. The latter is the result of

a series of social attributions and expectations, which are imparted and reproduced by social roles and norms. This is reflected, for example, in the division of care work; women, non-binary and gender-expansive persons continue to take a larger share of parental leave and perform more hours of work in the household.

The term “gender” serves as a starting point for people’s diverse, gender-specifically different life situations. “Gender” also refers to other forms of discrimination entangled with it, such as racism. The mobility transition can only be gender just if an intersectional perspective is taken as a basis.

## Characteristics of gender just mobility



Gender just mobility is inclusive and takes different ways of life and types of everyday mobility into account.

There are many diverse and dynamic lifestyles and ways of life. Transport planning is often built around the notion of a person who is full-time employed, adult, male socialised, white, without disability or mobility restrictions and can afford a car or other mobility services. This form of mobility planning, therefore, does not meet the requirements of different lifestyles, the modern workplace, leisure, family, voluntary activities or care work. In addition, there are different needs and requirements that deviate from the presumed norm.



Gender just mobility takes care work into account.

Instead of focusing solely on (work-related) commuting, gender-equal mobility takes into account the people who do care work and often receive too little attention. The mobility behaviour of these people is not linear (a direct route from A to B), but is characterised by many shorter routes with different (intermediate) goals that are distributed throughout the day, such as shopping, running errands, and accompanying other people (e.g. children or elderly people).

This requires a public transport system that enables complex trip chains. For example, by offering a tight cycle of bus and train connections throughout the day, instead of focusing on rush hour. Good and flexible connections and networks within and between different means of transport are as important for supply routes as they are for the development of local mobility. This ensures the accessibility of various

destinations such as schools, shopping facilities, health services, and leisure activities and their integration into mobility and urban planning. Public transport fares can also contribute to this: with tickets that provide for a free transfer or a time window in which a person can stop en route to carry out care activities.

Concepts and models such as the 15-minute city or the city of short distances, in which all the important goals of daily life can be reached in 15 minutes on foot or by bike, support these needs.



**Gender just mobility is affordable and not only accessible to those who can afford to be mobile.**

Higher income households own the most cars and have the largest carbon footprint. Households with lower incomes travel shorter distances, travel less frequently, and are more likely to live in places that are not well connected to public transport. Freely choosing between mobility offers and being able to use them must be possible for all people, not only for those who can afford it. Mobility must also be analysed from the perspective of class discrimination and designed accordingly.



**Gender just mobility is barrier-free and takes people with limited mobility into account right from the start.**

This requires a real barrier-free conversion of roads, sidewalks, and public transport as well as barrier-free mobility services such as taxi services and shuttles. Barriers are not only physical, but also arise from a lack of skills, opportunities or resources. For example, passenger information can be provided in simple language, and route guidance systems supported with colours can provide additional guidance.



**Gender just mobility is ecological. It seeks to ensure sustainability, environmental justice, climate protection, and resource conservation.**

That is why it prioritises eco-mobility, i.e. means of transport such as bicycles and pedestrian traffic, as well as public transport. These means of transport are also cheaper than private cars and thus allow more people access to mobility. Choosing one's means of transport based on sustainability also reveals gender-specific differences. The most sustainable mobility options often cannot be used due to safety concerns or because they make care work more difficult. Therefore, allowing more people who are marginalised because of their gender to buy and drive cars is not a gender-equal mobility solution per se. Just because they can afford a car, or are forced to buy one due to the lack of alternatives, this does not automatically mean equal access to mobility.



**Gender just mobility creates space for people instead of cars.**

This is achieved through the redistribution of public space and a fair distribution of public areas: green spaces instead of parking lots, play and neighbourhood roads instead of motorways. Less space for motorised private transport and more space for parks, public transport, walking, and cycling, for activities and opportunities to rest in public spaces, for culture and housing. In this way, meeting places can be created and spaces worth living in can be made possible for everyone. The starting point for planning mobility and public space therefore should not be the model of a person who wants to get from one place to the next as quickly as possible. Rather, we need planning based on people with limited mobility, older people, children, and people with lower incomes.



**Gender just mobility pays attention to the safety of all people.**

All people should be able to move around safely and stop in public spaces safely. This includes protection against danger and injury in traffic, but also protection against violence, sexual, racist and discriminatory attacks, and harassment and boundary violations throughout their journey, i.e. at stops, on board public transport, and on paths that are travelled on foot.



**Gender just mobility considers global inequalities in the context of transport and mobility.**

The resources that have been used for automobiles for decades, especially in the Global North, are being mined in countries in the Global South, where livelihoods are being destroyed, workers exploited, and human rights violated. As such, the negative climate impacts of transport and mobility in the Global North have an impact worldwide. This global level of climate justice should also be considered.

## So what does gender-responsive mobility mean in practice?

- ✓ Bicycle boulevards and well-built bike lanes in a comprehensive network of cycle paths
- ✓ Comprehensive 30km max areas in the city
- ✓ Fair ticket prices for various trip chains
- ✓ Maps that make barriers and security risks visible and thus enable mobility without planning in advance
- ✓ Barrier-free connections in public transit and at stops
- ✓ Ergonomic design of seats
- ✓ Longer periods at traffic lights for pedestrians and cyclists
- ✓ Safe sidewalks, good lighting, especially at stops, underpasses, and connecting paths
- ✓ Service and assistance at stations and passenger assistance in trains
- ✓ Verbal contact with the driver or contact person

# Gender and mobility: From theory to practice

Considering the issue of gender in transport and mobility is by no means new; it has been discussed since the 1970s. In Germany, the Feminist Organisation of Planners and Architects (FOPA) was founded in 1981, and it focuses on the needs of different genders in terms of transport and public space. The relevance of gender in mobility research became clear at an early stage, particularly with respect to different trip chains and purposes of travel as well as the choice of modes of transportation. At the same time, the concept of gender mainstreaming began to spread in the areas of international equality and development policy. Gender mainstreaming is a strategy for achieving gender equality at all levels of political and social life. It takes the different life situations and interests of people of all genders into account in all decisions. It is a process-oriented strategy to take needs-based and gender aspects into account in planning processes. Gender mainstreaming has been enshrined in EU law since 1997.

Gender planning applies this strategy at the level of urban planning: In all projects, analyses and decisions, a gender-differentiated approach is used, with the aim of creating equal mobility opportunities for all. In 1995, the working group “Women’s Issues in Transport Planning” was founded by the Road and Transportation Research Association. In 2007, an article by Juliane Krause appeared in the Handbook of Municipal Transport Planning, explaining gender mainstreaming in transport planning and the principles of gender urban and transport planning in an implementation-oriented manner. This applies, for example, to the creation or revision of local transport plans or in the development of mobility concepts. In this respect, the “city of short distances” serves as a guiding principle, the essential criterion of which is the quality of one’s proximate environment. Criteria are applied such as the prioritisation of cycling, walking, and public transport, the design of the public space for stopping and meeting, the participation

of different actors from the neighbourhood, and the inclusion of everyday skills and knowledge specific to certain needs groups. Several cities developed transport concepts and guidelines based on gender planning criteria. Initially framed in a binary understanding of gender identity and thematised as a “women’s issue”, the topic then developed gender aspects and came to include social gender. But even if gender mainstreaming is explicitly included as an instrument in urban planning or in transport plans, this is not yet a sufficient criterion to ensure that it is actually taken into account in implementation.

Research on the subject has been carried out for many years. Architectural and planning offices are endeavouring to introduce gender planning and cities are partly incorporating this into their guidelines. Nevertheless, cities, towns, and the reality of everyday mobility are still far from achieving gender equality. There is therefore a gap in implementation, the reasons for which have not yet been sufficiently researched. Among the factors that are likely to contribute to this are, on the one hand, the lack of data and intersectional research. On the other hand, research findings and the definition of objectives and measures in planning models are only slowly or incompletely implemented in planning practice and in administration.



# The Equal Mobility competition

There are many theoretical papers on gender-specific mobility as well as guidelines for implementing gender mainstreaming and other instruments for fairer mobility. However, there is often a lack of knowledge about concrete, practical examples that show how gender-responsive mobility can be implemented in practice. This was the starting point of the Equal Mobility project, which has set itself the goal of collecting examples, making them visible, and raising public awareness with the help of a nationwide competition.

In this way, those people who are involved in the implementation of the mobility transition can be supported with practical knowledge, arguments, and inspiration in order to pursue new and transformative ways to make the mobility transition gender just.

Whether gender-sensitive analyses, transformative networks, mobility solutions for people who do care work, fair trade concepts, or bike routes, both in the city and the countryside: it is important that the approaches contribute to greater gender equality and opportunity equity as well as environmental protection in mobility.

## The competition jury

A jury with gender and mobility expertise was convened to evaluate the submitted projects.

### **Bente Knoll**

Dr Bente Knoll is a landscape and transport planner and managing director of the B-NK GmbH (Büro für nachhaltige Kompetenz, or Consultancy for Sustainable Competence) in Vienna, Austria. She works, advises, and does research on gender and diversity perspectives in urban, landscape, and transport planning, mobility,

technology and engineering, as well as in environmental and sustainability issues.

### **Constantin Grosch**

Constantin Grosch is an inclusion activist, a member of the district council of Hameln-Pyrmont, and a member of the supervisory board of the Hameln-Pyrmont transport company. He also advises various organisations and actors in their efforts to achieve participation and inclusion for all people.

### **Dante Davis**

Dante Davis is a student and works on the Locals United project of the BUNDjugend. Dante is civically engaged on the advisory board of a youth project for the youth environmental awareness study of the BMU/UBA and advocates in the municipality of Berlin Lichtenberg for intersectional perspectives, more participation of young people, and a redistribution of the road space in favour of cyclists and pedestrians.

### **Dominique Just**

Dominique Just is a mobility expert at ROBIN WOOD e. V. in Hamburg and is focussed on the socially and ecologically just mobility transition. Dominique has been active in the climate justice movement for several years and also works as an independent training consultant on topics such as climate justice, social-ecological transformation, post-growth, and feminist economy.

### **Isabell Eberlein**

Isabell Eberlein is a political cyclist. As managing director of the Berlin agency Velokonzept and as board member of Changing Cities, her mission is to bring the bike to the centre of society. She is a mobility consultant and the curator and initiator of the Women in Cycling network.

### **Melanie Herget**

Dr.-Ing. Melanie Herget studied environmental science in Lüneburg and received her doctorate in Integrated Transport Planning at the TU Berlin (on mobility strategies of families in rural areas). Since September 2020, she has been a research assistant at the University of Kassel and will supervise and evaluate the approximately 40 LandMobil projects of the Federal Ministry of Food and Agriculture until the end of 2023. Previously, she worked for the Wuppertal Institute for Climate, Environment and Energy, the Innovation Centre for Mobility and Social Change (InnoZ), and the Thünen Institute for Rural Areas.

### **Moritz Engbers**

Dr Moritz Engbers works in the Social2Mobility project in the Transport Department of the Hanover Region. Social2Mobility is about better understanding the connection between poverty, mobility, and social participation and developing intervention options.

# Evaluation Criteria

The projects submitted were analysed and evaluated on the basis of three evaluation criteria with a total of 18 indicators.

 <b>Criterion 1:</b>	 <b>Criterion 2:</b>	 <b>Criterion 3:</b>
<p>The project or activity addresses gender-related inequalities or discrimination in the area of mobility and works in a gender-sensitive manner</p>	<p>The project or activity has transformative potential towards sustainable mobility</p>	<p>The project or activity addresses environmental and climate protection</p>
<p>The project or activity...</p>	<p>The project or activity...</p>	<p>The project or activity...</p>
<p>increases the social, political or civic participation of cis and trans women and intersex and non-binary people in the field of mobility (e.g. through a gender-parity approach or by strengthening the networking of these groups in decision-making positions)</p>	<p>considers users (and their needs) in an intersectional approach (i.e. pays attention to multiple forms of discrimination or overlapping discrimination, such as sexism, racism, class discrimination) and contributes to their implementation in order to improve usability and accessibility to mobility. (including but not limited to: taking into account multilingualism and security aspects, especially for groups subject to multiple forms of discrimination, identifying or addressing data gaps, striving for accessible communication, and taking into account income differences)</p>	<p>contributes through its objectives, actions, and implementation to environmental and climate protection as well as to environmental sustainability</p>
<p>has cis and trans women, intersexual and non-binary people as its target group</p>	<p>pursues a participatory, gender-parity approach</p>	<p>contributes directly or indirectly to less surface sealing</p>
<p>contributes to a fair distribution and design of the public space, taking into account gender-specific needs and requirements</p>	<p>involves local needs or provides group-specific stakeholder participation in the mobility-related planning and decision-making processes</p>	<p>contributes to the reduction of GHG or air pollutants</p>

<p>has the aim of improving the benefits of mobility offers, taking into account gender-specific needs, without increasing the proportion of unpaid work for people who perform care work (e.g. a denser timing of public transport outside the peak hours of working commuters, the adaptation of sharing services for care workers, fair ticket prices for various trip chains, etc.)</p>	<p>contributes to accessibility (including accessible language and communication)</p>	<p>contributes to the reduction of noise emissions</p>
<p>makes the specific mobility characteristics of cis and trans women and intersex and non-binary people visible (e.g. with regard to employment and care work, security, participation, and representation in planning and decision-making processes) and takes into account the resulting requirements in project planning and implementation.</p>	<p>aims at a structural change in the area of mobility (institutions, social power relations)</p>	<p>considers global and local climate justice</p>
<p>improves the personal feeling of safety (subjective safety) in means of transport and on traffic routes as well as in public spaces (e.g. adequately illuminated paths or stops)</p> <p>advocates for improved infrastructure or mobility offers that are oriented towards care work (e.g. coordinates with the opening hours of kindergartens, schools, and public authorities with public transport, specific offers for recreational transport of young people in rural areas, functioning infrastructure, such as lifts, space for baby carriages, wheelchairs, etc.)</p>	<p>contributes to the revitalisation of the road space as well as the public space as an area for rest and social functions</p>	



# Good examples of a gender just mobility transition

## Good practices for a gender just mobility transition in the urban space

People on foot or by bicycle, with a walker, in a wheelchair, senior citizens, and children are sometimes referred to as “weaker road users”. This means that they are exposed to a particularly high risk of injury and death. This term reflects the priorities of mobility planning in cities and municipalities and shows that mobility in urban areas is largely unsuitable for the everyday mobility of many user groups.

This is significant with regard to numerous dangers and barriers in the street for people who are traveling without a car: vehicles parked in pedestrian or bike paths, high curbs, lack of passage between parked cars, and lack of visibility due to large cars are all sources of danger and thus barriers to mobility. This means inconveniences, detours, obstacles, and

dangers in one’s independent movement. Nevertheless, illegal parking is still seen as a misdemeanour, often punished with small fines or not at all. The view that illegal parking is not so bad ignores the mobility needs of the aforementioned groups of people.

A special gender-relevant topic is the so-called “subjective security”. This refers to the personal feeling of safety – on the bus, in an underpass, at night on the subway. This subjective sense of security is determined by various factors: the problematic features in the design of public space, the “bad condition” of the public space, the “unfavourable” use characteristics, and the dreaded boundary violations, which can range from staring, to insults and attacks. Public places or transportation hubs, such as empty bus stops at night or empty metro stations, thus become areas of fear due to the subjective perception. The lack of security severely restricts possibilities for mobility. Common

security precautions such as video surveillance do not necessarily contribute to more subjective security.

Women, non-binary and gender-expansive persons are often aggressively and sexistly insulted in road traffic and public transport. Women, non-binary and gender-expansive persons are not the only ones affected, other marginalised groups are as well – people who are affected by sexual and racist violence, for example by queer-hostile and transphobic discrimination. Racist insults and attacks on public transport users, for example, are a sad reality for many people. There is often a lack of independent reporting stations for reporting these attacks. Women, non-binary and gender-expansive persons who work in the field of transport and mobility are also exposed to an increasing number of attacks and discrimination on the part of users. At the same time, staff and resources are being reduced and working conditions are deteriorating.

Different age groups also have special safety needs, such as older people who don't dare to ride their bikes, or parents who are afraid to send their children to school alone. This means that many people have to face their everyday mobility differently and with greater effort and more difficulties organisationally, financially, and temporally. They may have to take detours, refrain from taking certain routes or be forced to take a car. Thus, for example, the phenomenon of a parent taxi also occurs when parents bring their children to school by car, contributing to traffic jams, and thus causing even less safety.

In order to achieve a climate-friendly and socially just mobility transition, these diverse realities of life must therefore be integrated into mobility planning from the outset. In a first step, this requires data and information on different user groups as well as their participation in the planning of mobility offers.

CATEGORIES: URBAN AND MUNICIPAL PLANNING,  
PUBLIC TRANSPORT

## Quality assurance of the design planning of the Zähringen light rail extension, taking into account needs-based and gender aspects

2005-2007



Mayor Prof. Dr. Martin Haag,  
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<https://www.freiburg.de/pb/231737.html>



In 2004, the city of Freiburg decided to extend the Zähringen light rail system. As part of the EU project "GENDER ALP! - Spatial development for women and men", the municipality was supported in applying gender mainstreaming in the construction project. For this purpose, an expert opinion was commissioned in order to consider needs-based and gender aspects in the draft planning. In addition to light rail planning, the project also focused on upgrading the city centre (formerly the final stop), designing additional spaces along the tram route and redesigning a transfer system and a Park and Ride car park.

A gender-sensitive participation concept was implemented for the preparation of the report. The majority of the resulting recommendations were implemented, and the railway was completed in 2014.

### **Implementing organisation/initiatives:**

City of Freiburg Horticultural and Civil Engineering Authority/plan & rat (expert office)

### **How the mobility transition, gender, and equal opportunities were combined**

In addition to improving public transport and strengthening the district centre, the project also explicitly pursued gender equality policy objectives: the integration of affected groups of people into planning and the improvement of security in public spaces for people in all situations. The central subject of the project was the consideration of gender mainstreaming in the planning process of the Zähringen light rail extension, participation and gender aspects, and the implementation of gender mainstreaming in the city administration (construction administration pilot project).

In addition to raising awareness and a broad understanding of the topic of gender mainstreaming and gender equality, concrete instruments and recommendations were developed.

Discussions on the topics of appropriation of public space, threats, sexual harassment, and the fear of attacks were held in the internal administration of AG Gender ALP! (project management), but also within the framework of the workshops with the administration and local actors.

### **How the project removed barriers for better usability and access to mobility**

The topic of accessibility played an important role in the design of the stops and the access routes to the stops, in order to enable barrier-free trip chains. Other topics included aspects of the personal sense of security. This applies in particular to end stops and transfer points. Socially unsafe areas were identified during the city walks and suggestions for improvement were made.

## The project had these forms of involvement and participation

The project was developed in a cooperative planning process based on the principles of gender mainstreaming. The concept of participation included a kick-off and a closing event in the district, five district walks with specific user groups (women, men, children, people with mobility limitations) as well as moderated citizen working groups. The result:

- Relocation of a stop to revitalise the district centre
- Overall, the planning also includes more pedestrian areas
- At the request of the participants, cycling and walking are more clearly separated from each other
- Barrier-free access to the stops
- Provision of social safety

## How the project contributes to more environmental protection

Urban railways are one of the eco-mobile means of transport, so they are essentially climate-friendly and environmentally friendly. By extending the light rail system to the city limits (with a transfer point that has a photovoltaic system, bicycle boxes, and a park & ride), a shift in modes of transportation was pursued and indeed achieved.



Bike riding class for Women in Empelde.  
© Franziska Kesper



CATEGORY: MOBILITY TRANSITION IN THE  
URBAN SPACE/URBAN AND MUNICIPAL PLANNING

## Social2Mobility: More social participation through integrated spatial, transport and social planning

2019-2022



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<https://www.social2mobility.de>

Social  
— 2 —  
Mobility

The research project “Social2Mobility” aims to strengthen the social participation of groups at risk of poverty or affected by poverty by increasing mobility options. The study area is the city of Ronnenberg in the Hanover region. The focus is on promoting the self-determined, affordable, and environmentally friendly mobility of households at risk of poverty with at least one child under the age of 18. Information about their overall mobility as well as mobility needs and barriers was collected through 16 problem-centred interviews and a quantitative household survey (n = 1031 people). The parents and children of households both at risk of poverty and not at risk of poverty (as a comparison group) participated. Based on empirical evidence and results of the living laboratory #mobildabei, mobility-related measures were developed to improve the social participation of households with children at risk of poverty, and they are now being implemented.

## Implementing organisation/initiatives:

Hanover Region (Department of Transport, Department of Social Infrastructure), University of Kassel - Department of Transport Planning and Transport Systems, Goethe University Frankfurt am Main - Mobility Research Working Group, WVI Prof. Dr Wermuth, Verkehrsforschung und Infrastrukturplanung GmbH (expert office).

## How the mobility transition, gender, and equal opportunities were combined

Gender is an important dimension of analysis in this project, as financial poverty and mobility poverty are unevenly distributed by gender. In the empirical surveys, no respondents defined themselves as diverse – this may be due to family dynamics, the spatial environment (municipality in the region surrounding Hanover) or the social group, and once again shows how sensitive the topic is. Precisely for this reason, the measures should take into account diverse gender dimensions, reduce discrimination, and increase mobility options, especially under poverty conditions. The surveys show that women at risk of poverty are much less car-centred than men in the study area, and live in a more car-reduced, public transport-oriented and non-motorised way. In this respect, they are particularly supported by the measures aimed primarily at promoting and financing eco-mobility. On average, the women who participated in the study were less likely to have a driver's licence (91% vs 95% for men) and a car (72% vs. 76% for men). This significant gender-specific difference is exacerbated by the risk of poverty: while 71% of women at risk of poverty have a driver's licence, 85% of men do. And while 50% of women at risk of poverty have a car at all times, the figure for men is 66%. Trips to accompany others are carried out predominantly by women, and here too the significant gender-specific difference is exacerbated by the risk of poverty.

The project takes into account a variety of structural categories that can trigger multiple forms of discrimination. Gender-related inequalities are exacerbated in the area, for example, by the risk of poverty and social exclusion, time limitations or a migration background. Multiple forms of discrimination against women manifest in limited mobility at various levels – for example, in the form of reduced availability of means of transport or temporal restrictions imposed by the greater amount of time spent accompanying children. There is also a significant

connection between the risk of poverty and the (smaller) radius of action as well as the subjectively estimated attainability of goals. Empirical evidence shows that households with children at risk of poverty are much more likely to be single-parent; the parents here are mostly mothers. For this reason, the equal opportunities of women, some of whom are exposed to several structural exclusion mechanisms at the same time, should be promoted and thus intersectionality should be taken into account..

### **How the project removed barriers for better usability and access to mobility**

The gender-responsive measures aim to reduce mobility barriers on four levels: skills (e.g. bike riding classes, repair courses in participatory workshops, possibly with women-only opening hours), information ("The small wallet" multilingual mobility guide), resources (reduced public transport tickets, cheap bike repair/rental) and attitudes. If these prerequisites are missing, they can act as barriers to mobility, for example if the public transport ticket is not affordable. People at risk of poverty learn to ride bicycles later, use and own bicycles less frequently, and live in a less bicycle-friendly environment. This imbalance should be countered with inclusive bicycle support. The personal sense of security is strengthened, among other things, by increasing cycling skills in the form of cycling courses for different groups of people (courses in kindergartens/schools, culture-sensitive courses for adult women). The subjective feeling of safety in pedestrian and cycling traffic is also to be improved by structural-infrastructural measures that redivide the public space and devote more space to non-motorised traffic. The increase of the skills and information for the use of public transport as well as a nightly on-demand women's night taxi also aim to improve the subjective sense of security in public transport.

### **The project had these forms of involvement and participation**

The living laboratory is designed to be inclusive, so that diverse groups of people can participate in the design and implementation of measures, e.g. in designing and trying out the District Ticket. This is a free-to-borrow GVH monthly ticket for the Hanover region, which can be picked up at the centrally located community centre. Another measure is the joint journey, a subsidised day ticket for adults and

children travelling to the food bank of the neighbouring municipality. Requests from the interviewees were incorporated into the development of measures, and municipal actors from Ronnenberg were also involved (e.g. the social counselling centre or the community centre).

### How the project contributes to more environmental protection

The measures developed are intended to contribute to climate-friendly and environmentally sound mobility and thus combine the objectives of a socially and environmentally friendly transport transition. In addition to many social objectives, such as improving environmental and mobility fairness, the evaluation system that the measures go through also includes environmental objectives such as reducing motorised traffic and, as a result, air pollution and noise pollution as well as CO2 emissions from transport. Many of the measures developed are mobility management measures that have an effect on mobility behaviour and are intended to support the transition to eco-mobility (pedestrian/bicycle traffic, public transport, sharing services).

Cycling course for adult women in Empelde, © Alena Fischer



CATEGORY: PEDESTRIAN TRAFFIC

## Walking in the social city – a gender mainstreaming project

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2011- 2012



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“Walking in the social city – a gender mainstreaming project” is a project to improve pedestrian traffic through a gender-oriented planning process for the redevelopment area called the “Western Ring Area – Social City”, in the city of Braunschweig.

The aim was to develop a safe main pedestrian network and to improve everyday pedestrian traffic for groups such as women, children, the elderly, and people with limited mobility.

Objectives and guidelines were defined with a gender-specific focus, a main pedestrian network was developed, city walks as well as observations of behaviour and counts were carried out in the area of the district square and then a guideline for action on short-range mobility was developed with concrete proposals for measures to improve pedestrian traffic.

### **Implementing organisation/initiatives:**

City of Braunschweig Social Services Department and plan & rat (expert office)

### **How the mobility transition, gender, and equal opportunities were combined**

The aim of the project was to secure and improve the mobility of people who are predominantly on foot. Women, the elderly and children mostly walk. Better conditions for foot traffic and participation increase social, political, and civic participation. To take this into account, specific district walks were carried out with the following four user groups: the elderly and people with limited mobility, parents with children (up to about 11 years), children in childcare (accompanied by childcare professionals), and “women in the dark” (in the evening, topic subjective safety, areas of fear). The guidelines and quality standards referred to the appropriation of public spaces, threats, sexual harassment, and fear of abuse.

### **How the project removed barriers for better usability and access to mobility**

The topic of accessibility was an important one when determining the quality criteria, in addition to sufficient width of footpaths and attractive and socially safe path connections. This is particularly beneficial for people with reduced mobility, but also for people travelling with prams. For example, the need was identified for benches with an elevated seat surface that make it easier for older people to get up. All light rail stops and the majority of bus stops in the western ring area should be barrier-free, equipped with weather protection, and illuminated. Central islands facilitate the crossing of busy roads, for example for children and people who are on the road with walking aids. Subjective and objective safety is increased by better lighting, free axes of view, and better quality for resting.

## The project had these forms of involvement and participation

The pedestrian concept was developed in a cooperative planning process. The network design and the quality standards were determined in four meetings by an internal administrative working group (Equal Opportunities Unit, Social Unit, Civil Engineering Office, Transport Authority). City walks with children, people with limited mobility, seniors and a night walk with women were carried out, during which individual intersections, streets and squares were also assessed. The deficiency analysis and proposed measures resulting from the walks were incorporated into the further process.

## How the project contributes to more environmental protection

Walking supports climate-friendly and environmentally friendly mobility. The improvement of pedestrian traffic, in which, for example, wide sidewalks are laid out and parking on the sidewalks is prohibited, leads to more equity of space. This supports a modal shift, especially for short distances, from driving to walking.





CATEGORY: URBAN AND MUNICIPAL PLANNING/  
MOBILITY TRANSITION IN THE URBAN SPACE

## Safer Cities – Safe cities for girls

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2016-2023



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[www.plan.de](http://www.plan.de)

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“Safer Cities” is a joint project of Plan International, Women in Cities International and UN-HABITAT, which has already been carried out in several metropolises around the world (e.g. Delhi, Kampala, Cairo, Lima, Nairobi, and Sydney as well as in several cities in Belgium and Spain) and it is currently being carried out in Hanoi, Assuit, and Alexandria. It educates girls and women about their rights and opportunities and supports them in addressing the growing risks of gender discrimination and dealing with violence in cities. The aim is to give girls and women safe and unrestricted access to public areas, such as buses and markets, and to make them heard by the local government and in urban planning. The project activities include so-called “Safety Walks”, in which unsafe paths and places are identified by local inhabitants and reported to the authorities. In addition, Plan International conducted the survey “Safe in the City?” in spring 2020 on the perception of safety in German cities. Almost 1,000 participants used interactive city maps to place so-called “pins” in places they had experienced as either safe or unsafe. The result: hardly any women feel safe when travelling in Hamburg, Berlin, Cologne or Munich.

## Implementing organisation/initiatives:

Plan International, Women in Cities International and UN-HABITAT

## How the mobility transition, gender, and equal opportunities were combined

In many cities around the world, girls are exposed to gender-based violence and sexual assault. For them, harassment is part of everyday life and makes everyday mobility more difficult. Through the “Safer Cities” project, they learn to fight harassment in their communities. The project aims to change social norms that prevent young people, especially girls, from exercising their rights. This is why girls and young women between the ages of 13 and 24 are encouraged to become active and to work together to affect change in society. They are supported in this endeavour by boys and young men of the same age. In this way, gender equality, the safety of girls and women in cities, and their participation in public decision-making processes are promoted.

## How the project removed barriers for better usability and access to mobility

The survey results have shown that girls and women do not feel safe in German cities. For fear that something might happen to them – or because it already has happened to them – they avoid certain areas – if not entirely, then at least at certain times of the day or night – and take detours in order to reach their destination safely. In comparison with the results of the international survey by Plan International, it becomes clear that girls and women cannot move freely in public metropolitan areas – the freedom of movement of girls and women in public metropolitan areas is restricted, not only in countries such as India, Peru or Uganda, but also in Germany. Lack of equality is therefore a problem in all major cities of the world, irrespective of culture, language, and geography. It hardly seems to make a difference whether girls and women are in seemingly more dangerous cities such as Kampala, Delhi, and Lima, or in supposedly safe metro stations that are loved by tourists, such as can be found in Berlin, Hamburg, Sydney or Madrid. Sexism in big cities is just as widespread in Germany. The personal freedom and independence that make large cities so attractive worldwide are therefore only available to girls and women to a limited extent. They are confronted with

problems that often play no or a lesser role for boys and men. Thus, the urban experience of girls and women is different from that of boys and men. Many factors play a role in making cities safer for girls and women. There are several solutions that must be pursued in parallel: concrete urban planning measures could help to improve the feeling of security. If one follows the information of the respondents on the “Safer Cities Map”, for example, missing or inadequate lighting could be solved by installing street lamps. Likewise, dark corners in parks could become more manageable by shortening tall shrubs and bushes – and thus increase the perception of safety. The key to making cities safer and more inclusive in the future is the participation of girls and women in planning for all measures. This survey has made it clear that girls and young women are also sexually harassed, persecuted, threatened and insulted every day in major German cities. They are forced to adapt their behaviour to avoid harassment. If women cannot move around safely in their cities, this not only has an impact on their personal lives and restricts their freedom – it is also an expression of lack of equality.

### **The project had these forms of involvement and participation**

In order to find out exactly where and why girls and women feel safe or unsafe in their city, Plan International Germany developed the “Safer Cities Map” together with the Hamburg agency Ubilabs in January 2020. Using the digital mapping tool, participants could anonymously mark locations on Google Maps-based city maps of the four selected German cities with the help of a mobile pin and rate them as positive (safe) or negative (unsafe). Since the survey explicitly focused on the feeling of security of girls and women, only locations marked by participants who indicated “female” or “diverse” as their gender were displayed and evaluated on the maps. The maps, which are freely accessible online, have been distributed in a variety of ways in order to reflect as many different experiences as possible; this includes via various online, TV, radio and print media, and disseminators in areas such as municipalities, organisations, associations, and public institutions. In order to give the participating girls and women the opportunity to express their problems and concerns and to not limit the results by means of predefined answers or categories, a selection of predefined reasons via multiple choice to evaluate a place was deliberately omitted.

The high participation rates in the surveys and the content of the comments they have left on the city maps in Kampala, Delhi, Madrid, Lima and Sydney as well as on the “Safer Cities Map” for the German cities show that girls and women want to talk and be heard about their experiences.

### **How the project contributes to more environmental protection**

If the feeling of security felt by women and girls in the big cities changes positively, this also has an impact on their choice of means of transport. If every effort is made to ensure that girls and women feel safer and can move more freely in their cities in the future, sustainable means of transport such as public transport, bicycles or footpaths will also be used more frequently.





CATEGORY: PEDESTRIAN TRAFFIC

## Foot traffic concept for the city of Norderstedt

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2012-2014



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[www.norderstedt.de/fußverkehr](http://www.norderstedt.de/fußverkehr)

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A pedestrian traffic concept was commissioned for the entire city of Norderstedt. This concept ensures that high quality standards are created and also adhered to throughout the city on the paths of the pedestrian network, i.e. on footpaths and hiking trails, on roads and parks. All the important destinations in people's daily routines should be easily and safely accessible on foot. The approach in Germany has so far only been to create concepts for certain districts and neighbourhoods. The overarching, all-city concept of the city of Norderstedt therefore represents a special feature.

### Implementing organisation/initiatives:

Stadt Norderstedt, Department of City Development, Environment and Traffic/  
plan & rat (expert office)

### How the mobility transition, gender, and equal opportunities were combined

In order to ensure independent and sustainable mobility, the conditions for pedestrian traffic in everyday life have been improved with regard to the concerns of road users such as children, the elderly or people with mobility limitations. Better conditions for walking and participation increase social, political, and civic participation for women and other marginalised groups.

Standards have been established for the network of footpaths. This included a high degree of objective and subjective safety, e.g. through illumination, no dark corners, and free axes of view. Deficiencies in the pedestrian network in this regard were recorded as part of the inventory analysis, corresponding measures were formulated (e.g. improving the quality for resting) and specifically located (georeferenced plans).

The final report emphasised that issues such as the appropriation of public spaces, threats, sexual harassment or the fear of attacks restrict the mobility of many people.

### How the project removed barriers for better usability and access to mobility

The topic of accessibility was taken into account when determining the quality criteria in addition to sufficient width of footpaths and attractive and socially safe path connections. This is particularly beneficial for people with limited mobility, but also for people with prams. Criteria included pedestrian-friendly signalling systems, curbs, and the creation of crossing points.

### The project had these forms of involvement and participation

The pedestrian concept was developed in a cooperative planning process. The network design and the quality standards were determined in close consultation with the project advisory board, which included representatives from politics, administration, associations and institutions, including the Advisory Council for Seniors, the Gender Equality Body, the Children and Youth Advisory Council, Disability Representatives, Integration Officers and Environmental Associations. The participation concept also included the implementation of city walks (route

was previously agreed) in all five districts, in which women and men were equally represented. The results were incorporated into the further process (deficiency analysis, proposed measures). Information was continuously provided on city's website and in the media.

### How the project contributes to more environmental protection

Walking is the most ecological way to get around. The project allows more people to walk short distances rather than travel by car. A good pedestrian network demonstrably ensures that cities are perceived as more lively and attractive.



## Cycling and gender just mobility

A city is considered more liveable if safe cycling is made possible for everyone. Various needs must therefore be taken into account in the bicycle infrastructure: from well-maintained and illuminated cycling possibilities to wide paths for different types of bicycles, trailers, and cargo bikes, and overtaking by bike. The stronger the focus on the car, the more patriarchal the underlying concepts. This goes back to post-war reconstruction and the associated urban planning. With their large residential complexes and owner-occupied housing estates in the suburbs, the cities were completely geared towards cars. The then customary model of the single-earner family limited the independent mobility of women to their own residential areas. Urban development was based on this understanding of mobility and thus consolidated the traditional model. The consequence of this is that even today, many women, non-binary and gender-expansive persons still feel unsafe on their bicycles or on the roads. Due to the historically strong focus on the car, bike paths for people with limited mobility or an increased need for safety – for example, people who are traveling with small children, children themselves or even elderly people – are very impractical or not available at all. At the same time, those who provide care and support work are more frequently on the road together with children or people in need of care, and they travel

more often, but shorter distances. While women are far more likely to walk and use public transport, men are more likely to choose their own car or a company car. 62 percent of passenger cars in Germany are registered to men. The public space, which is mostly planned by men, is oriented towards the needs of traditional male roles, and the infrastructure that would allow everyone to happily and safely ride a bike is often missing. In order for everyone to feel safe on a bike when travelling by road, urban and transport planning must finally take into account the different situations and needs from different perspectives. In order to protect road users on foot or by bicycle, a targeted restructuring of the public space and the cycling infrastructure is required, so that everyone feels safe. The public space must be redistributed so that women, non-binary and gender-expansive persons, people of all ages, and those accompanying small children or other people with trailers or on cargo bikes, can safely and easily travel roads by bicycle. This also facilitates everyday mobility for other people with limited mobility, who travel with different bicycle models and designs, walkers or prams. As a part of eco-mobility, cycling needs to be prioritised in the mobility transition.

Riding a bike has always been a sign of emancipation and freedom, and the bicycle historically stands for the empowerment and self-determination of women, non-binary and gender-expansive persons. They had to fight for cycling for a long time against social resistance in order to achieve freedom on the streets and in people's minds. But women, non-binary and gender-expansive persons on a bicycle are often still a political statement. In many countries of the world, a person interpreted as female who rides a bicycle is not self-evident. Women, girls, non-binary and gender-expansive persons are not allowed to learn to ride a bike and if they do, they are threatened and persecuted. For them, bicycle classes can contribute to a significant increase in mobility opportunities and represent a path of emancipation. At the same time, they experience sexist insults and other forms of discrimination while cycling on the road, and are even

exposed to the risk of attack. However, cycling without fear and without having to overcome obstacles should be possible for everyone, so that women, girls, non-binary and gender-expansive persons can occupy public space on an equal footing. The following good-practice examples take up the emancipatory effect of the bicycle and are thus part of a movement, mainly of local initiatives, that uses cycling to this end and makes women, girls, non-binary and gender-expansive persons the designers of the mobility revolution, with similar examples throughout Germany and internationally.





CATEGORY: CYCLING

## Fancy Women Bike Ride

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2013-ONGOING



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The Fancy Women Bike Ride is a colourful bike ride, a global movement for freedom and independence organised by women.

The concept of the Fancy Women Bike Ride was launched by Sema Gür in 2013 with Pinar Pinzuti in the Turkish city of Izmir. At that time, hardly any women were cycling in everyday life in Turkey.

Within a few years, this event spread to other Turkish cities and metropolises worldwide. Once a year, the voluntary organisers of the Fancy Women Bike Ride get tens of thousands of women on their bikes all over the world. During the joint trip, the women celebrate their love of cycling, but they also advocate for more rights and better infrastructure for cyclists.

In 2021, there were already 80,000 women in 150 cities in 28 countries. The Fancy Women Bike Ride is an international excursion and overcomes differences such as class, religion, ideology, and ethnicity.

“Cycling expands women’s scope of action and offers them more freedom in everyday life,” says Pinar Pinzuti, coordinator of the FWBR. The Fancy Women Bike Ride “is not only an incentive to cycle more often, it is also a protest for more self-determined mobility for women.

For 2022, women have registered trips in over 200 cities in 30 countries.

## Implementing organisation/initiatives:

Fancy Women Bike Ride Initiatives in Germany:

Berlin

Bielefeld

Bremen

Erlangen

Kamp-Lintfort

Köln

Mönchengladbach

München

Pforzheim

Stuttgart

## How the mobility transition, gender, and equal opportunities were combined

The Fancy Women Bike Ride is much more than an invitation to women who are not cycling to get into the saddle. It is also a protest against the increasing discrimination against women worldwide.

With a bike, women can be fast and independent on the road in everyday life. It allows them to extend their radius. With the Fancy Women Bike Ride, the participants encourage each other to continue cycling in cities. They also show society that they are many.

Women of all ages, all social classes, and different faiths are involved. Some participants were initially uncertain whether they were allowed to ride with a headscarf. Everyone is welcome. Every person comes as an individual and should feel comfortable. LBTQI participants are explicitly welcome, because the Fancy Women Bike Ride is also intended to send a signal against discrimination of any kind. With each further ride, the number of women cycling increases. Some participants now offer small private cycling courses for beginners. If the women are comfortable in the saddle, they can meet regularly for joint trips. They also organise short parent-child tours and cycling events for children. In Cologne, organiser Yeliz Karadeli-Yasar organises a joint trip with Bike Bridge (a voluntary association that mainly teaches refugee women how to ride a bike) and Kidical Mass, where mothers support the Fancy Women Bike Ride.

### **How the project removed barriers for better usability and access to mobility**

Through the Fancy Women Bike Ride, there have already been massive master plan changes in large cities, such as in Izmir and Milan.

The Fancy Women Bike Ride has raised awareness of European Mobility Week, so that in hundreds of cities, municipalities organise events and promote initiatives for active mobility. In many cities, World Car-Free Day is now something that many citizens want. There are some fundamental changes in mobility services, such as free access to subways and trains for those commuting by bicycle, safer bicycle parking facilities, networked bicycle infrastructure, and events that promote the use of bicycles for urban mobility.

### **The project had these forms of involvement and participation**

The Fancy Women Bike Ride is organised on a voluntary basis in various cities around the world. Each city has its own organiser. Once a month, they meet online and exchange ideas about planning and organisation.

### **How the project contributes to more environmental protection**

In addition to the visibility of female cyclists in urban/public areas, it is also about the demand for car-free cities.



KATEGORIE: CYCLING

## Bike & Belong

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SINCE 2016



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<https://bikebridge.org>

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Bike & Belong is an open-access range of encounters and activities in which women who do not know how to ride a bike can learn with the support of women who know how to ride a bike themselves.

The concept includes theoretical and practical bicycle training, excursions and picnics as well as various workshops (e.g. theory, repair). The contents of the weekly training include language units, sports games, and experiential educational elements as well as an open training format.

In addition to the acquisition of individual skills, it is about personal and interpersonal encounters as well as the exchange between groups of people who do not meet in everyday life. With the Bike & Belong concept, girls and women with and without a refugee and migration background come together. Through a diverse framework programme, contact is also intensified beyond the target groups.

The association Bike Bridge strives to promote social cohesion and social commitment as well as to improve civic, spatial, and socially sustainable mobility. In total, over 600 women have already learned how to ride a bike. Currently courses are offered in Freiburg, Stuttgart, Munich, Frankfurt, Cologne, and Hamburg and in 2022 also in Berlin and Leipzig.

### Implementing organisation/initiative:

Bike Bridge e.V. with numerous cooperation partners, e.g. "Sportkreis Stuttgart with the joint experience Sport", Juno, Social Ride, ADFC in many cities and states such as Munich and Hamburg, "Über den Tellerrand e.V.", also in various cities, such as Freiburg, Cologne & Hamburg.

### How the mobility transition, gender, and equal opportunities were combined

Bike Bridge builds a bridge between people with and without refugee and migration backgrounds, with the aim of strengthening the sense of community and belonging in society. Women with refugee and migration backgrounds belong to a target group that is very difficult to reach and often isolated. They play a central role in the inclusion of refugee families.

The participants are almost all affected by multiple forms of discrimination: structurally, due to their origin, and due to the fact that they often do not speak German well. During the concept development, attempts were made to take this topic into account and it was also addressed in accompanying workshops on relevant topics in the framework programme.

Associated with this is the opportunity for social participation and active organisation. After a few training sessions, a group feeling and cohesion is actually noticeable. The project wants to transfer this from small to large, and thus to the societal level, and to involve everyone.

### How the project removed barriers for better usability and access to mobility

During one project cycle, fears, hurdles, and prejudices can be reduced. The participants will be equipped with a bicycle, helmet, and lock and have access to regular training and practice opportunities. In addition, training is available in traffic theory and rules, other relevant topics, and more.

Through the acquisition of skills and the exchange in the group, the participants experience trust, strength, and joy, which usually comes in combination with the feeling of freedom, independence, self-sufficiency, and courage.

Another project of the association - Cycling without Age Freiburg - also gives seniors the opportunity to be mobile with the help of rickshaws.

## The project had these forms of involvement and participation

Bike & Belong is a volunteer project. It is therefore very important to involve all stakeholders and target groups in all project phases. A concrete example: after successful participation in the course, participants have the opportunity to be active as bike bridge trainers in the future. They will be offered the opportunity to be trained as trainers and will be able to help shape and contribute to Bike Bridge in the future.

## How the project contributes to more environmental protection

Bike & Belong promotes cycling for everyone as well as the switch to cycling. A group of people will thus be able to access the bikes as a means of transport, sport, and leisure. In addition, old and used bikes are collected, prepared, repaired, and made available to the participants at a low cost.





CATEGORY: CYCLING

## Radastrophe

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2018- ONGOING



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Radastrophe offers an open bicycle self-help workshop for women, lesbians, inter, non-binary, trans and agender people in a feminist cultural centre in Wilhelmsburg, Hamburg. It takes place on alternating weekdays approximately every 2-3 weeks. It is intended to create a space for accompanied bicycle repair without cis men, where tools are also made available in a very pragmatic manner. The project seeks to make bicycle repair possible in a barrier-free manner and thereby shows that it does not always have to be complicated or fraught with technical terms. Other project ideas include a welding workshop for women, lesbians, inter, non-binary, trans and agender people so that they can then build a cargo bike together in the future.



## Implementing organisation/initiative:

Radastrophe collective, supported by the feminist cultural centre Ria in Hamburg-Wilhelmsburg for the premises

## How the mobility transition, gender, and equal opportunities were combined

It is important to create a space where bicycle repair can take place in a context that is safe for women, lesbians, inter, non-binary, trans and agender people. This group is often denied technical knowledge and skills in our society. Through patriarchal structures and phenomena such as “mansplaining”, women, lesbians, inter, trans and agender people are deprived of the space to develop their own experiences with bicycle repair. This often leads to a great deal of uncertainty in this area for them. Personal experience, exchanges with other women, lesbians, inter, trans and agender people and those who use the bicycle workshop, as well as public guided discussion rounds on this topic, have indicated that many of them are very uncertain and afraid of making mistakes. In the bicycle workshops, the members of the collective try to reinforce the concept that people learn from mistakes. Even male socialised people with better access to the technical field make mistakes in the beginning (and also later). The project creates a space in which workshop users can acquire technical knowledge and skills. This leads to more self-confidence in an area that is often dominated by cis men. Work in the workshop is therefore perceived as empowering. This in turn leads to greater social participation and equal opportunities, also in technical areas.

The primary focus of the project is to generate awareness and visibility of patriarchal structures and forms of discrimination, such as sexism, trans hostility, and homophobia. The majority of the collective as well as the users of the bicycle workshop are currently white and educated. The members intend to deal more with anti-racism, critical whiteness, classism and their own position in order to make the bicycle workshop even more accessible.

### **How the project removed barriers for better usability and access to mobility**

When women, lesbians, inter, non-binary, trans, and agender people learn to repair their own bicycle themselves, their relationship to the bicycle as a mobility option also changes. If I know how basic bicycles components work (e.g. brakes, gears) or if I know how to patch a flat tyre, I can feel much safer when I'm riding my bike alone. Through the experience of learning and making mistakes together, the self-confidence of workshop users is strengthened. This experience is also transferable to other areas of life where it is about learning and acquiring knowledge. In this way, the individual can also develop a more self-confident approach to the patriarchal system overall and a more self-confident reaction to phenomena such as mansplaining, as well as general confidence in workshop contexts.

### **The project had these forms of involvement and participation**

The bicycle workshop is organised by an open, non-hierarchical collective. Anyone can get involved and participate.

### **How the project contributes to more environmental protection**

If more people use bicycles and develop an enthusiasm for cycling, this contributes to more climate-friendly and environmentally sound mobility.

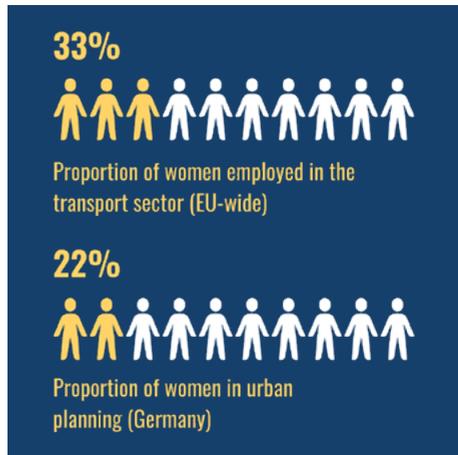
## Networking and representation for gender just mobility

The representation of women, non-binary and gender-expansive persons in the transport and mobility sector is undeniably inadequate: most decision-making power, both in urban and transport planning as well as in the mobility and transport sectors, are not only male-dominated, they are also gender-blind. Despite an increasing number of women, non-binary and gender-expansive persons in technical training and professions, in political leadership, in decision-making positions, and in administration, when it comes to the decision-makers and implementers in the mobility industry, 80 percent are still male. Germany has never had a female transport minister. This lack of parity in all decision-making positions means a narrower experience horizon. As a result, decisions involve fewer perspectives and continue to drive forward measures that do not take into account the needs of all people.

For this reason, several networks have emerged in Germany and internationally in recent years that are dedicated to the various aspects of gender and mobility, that fight for greater visibility and empowerment of women, non-binary and gender-expansive persons in the mobility sector, and support diverse perspectives on mobility. In addition to a change from below, it is also necessary that diverse perspectives be considered in decisions and have a “place at the table”. In order to create a mobility transition that is fair for

all road users, mobility and urban planning must be considered holistically, and representation plays a decisive role in this.

At the same time, it is important to point out that discrimination in the field of mobility plays a role in access not only to leadership positions, but at all levels. The people who enable the mobility of others on a daily basis, e.g. employed as precarious ticket controllers or bus drivers are exposed to double discrimination in the still male-dominated transport sector (including physical and sexual assaults), by both other employees and by passengers. Representation, interest groups, and co-determination must also be promoted here.



Sources: Bundesarchitektenkammer e.V. (2021): German Federal Chamber of Architects on Gender Statistics; European Commission (2021): “Women in Transport – EU Platform for change”

CATEGORY: NETWORKS

## Women in Urban Mobility (WUM)

2021-2022



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The project “Women in Urban Mobility” aims to create a network of experts for urban mobility throughout Europe and thus to raise awareness of gender equality in urban mobility. Started in 2021 and supported by funding from EIT Urban Mobility, a European network will be set up to carry out local activities in the cities of Munich, Barcelona, and Sofia. In addition to workshops and networking events, e.g. on the topics of gender mobility planning, Female Leadership in Urban Mobility and inclusive innovations with Design Thinking, the annual summit is the highlight, where local networks and the entire urban mobility community meet. In order to promote collaboration and visibility, news from the network and stories of women in urban mobility as well as a selection of events are shared via a regular newsletter.



### Implementing organisation/initiative:

UnternehmerTUM, Munich; Universitat Politècnica de Catalunya, Barcelona; CARNET, Barcelona; JA Bulgaria, Sofia

### How the mobility transition, gender, and equal opportunities were combined

The perspectives of women are often underrepresented, because there is a lack of women in decision-making positions, but also because there is a lack of gender-responsive, discrimination-sensitive, and inclusive design processes in innovation management. WUM wants to encourage more women to play an active role in the innovation process for urban mobility. For example, the training programme “Female Innovators in Urban Mobility” was developed for this purpose. In order to initiate structural change in the area of mobility as sustainably as possible, various stakeholder groups are invited to discussions from the scientific, municipal, industrial, and public sectors. The topic of gender transport planning is observed and compared from the perspectives of the different countries (Germany, Spain, and Bulgaria). Solutions for these cities are designed in a co-creative process.

A deliberate choice is made to speak not only of binary gender categories, but also to create the basis for equal access for cis and trans women, intersex and non-binary people, as well as the possibility of participation for all. UnternehmerTUM uses gender-sensitive language in its own communication channels, the workshop trainers communicate their pronouns in the online meetings offered, and event invitations attempt to create visibility for trans women, intersex and non-binary people and to achieve more equal opportunities. When selecting speakers for the panel discussions, the organisers consciously pay attention to diversity and, in addition to multi-stakeholder perspectives, also always try to introduce queer-feminist and social science perspectives as well as topics such as intersectionality in order to create awareness in the mobility industry and innovation management, where these discussions have hitherto been under-represented.

### How the project removed barriers for better usability and access to mobility

The 1st meetup in Munich was entitled “Gender-specific Mobility Planning” and deliberately addressed the mobility needs of women. The fact that women need a greater variety of mobility solutions to cope with their everyday lives in cities was discussed. Inclusive mobility planning must therefore not only be limited to cars or male road users, but must also improve the quality of life in the city and the quality of transport services for all – for example for children, the elderly, and also for men – by overcoming gender-specific differences.

There are many “areas of fear” in cities where people feel threatened. The design measures for the prevention or redesign of areas of fear are diverse and include urban and open space planning as well as the design of traffic and transportation routes and areas. In this respect, the project contributes to increasing the overall feeling of security by focusing on diverse perspectives in design and the innovation process for mobility and mobility solutions.

### The project had these forms of involvement and participation

The project was designed by UnternehmerTUM in Munich in co-creation with the partners from Barcelona and Sofia. All workshops and meetings offered were jointly developed in order to achieve the greatest possible learning effect for the participants. The learning approaches consist of experience-based and so-called “challenge-based” learning, i.e. concrete case studies from European cities are always used. In this way, the participants can work towards a concrete implementation of their developed innovations. In 2022, the online training program “Female Innovators in Urban Mobility” will be offered.

### How the project contributes to more environmental protection

The project aims to encourage women (students, professionals, founders, etc.) to become more involved in the mobility sector and to contribute their personal and technical skills to solving environmental problems. The aim is for this cooperation to lead to the joint development and testing of innovations and technical solutions that lead to more climate-friendly and environmentally friendly mobility.

## Communication and education

In addition to an adequate representation of women, non-binary and gender-expansive persons in the transport and mobility sector, the issue of corresponding knowledge is of enormous importance. People who determine transport and mobility planning must be sensitised and know what equal mobility means and encompasses. This must also be reflected in the communication of mobility offers, such that its language, tone, and formulation is accessible to various users and different needs and requirements. Rendering diverse perspectives and voices visible and giving them space through work in communication and education is therefore just as crucial for a social-ecological mobility transition. This can only succeed if as many people, groups, and perspectives are included as possible.

A further gap exists in the state of knowledge – keyword Gender Data Gap. The gender data gap refers to the type of data collection in which the male body and the male life experience are understood as universal instead of collecting gender-differentiated data. This has important consequences and disadvantages for all those who do not see themselves as male or are not read as male, because the data collected cannot simply be transferred to everyone else. This applies to every area of life and various social dimensions.

In the area of mobility, this gap has serious consequences. For example, the risk of serious or life-threatening chest injuries in car accidents is 30% higher for women than for men. This is due both to the design of the vehicles and to the crash test dummies used. The gender data gap is also evident in data collections on everyday mobility. Most mobility reports or queries about the mobility patterns of households only indicate the choice of man/woman. People who do not assign themselves to these categories are therefore usually excluded even before the actual inquiry into mobility behaviour. Accordingly, there is very little data or knowledge about the mobility of trans or non-binary people. Similarly, the complex trip chains of people who perform care work are often not depicted. For example, when querying purposes of travel, often only one option can be selected or a hierarchy is determined during the evaluation, which prioritises paths for gainful employment and equates leisure time with care work.

Even if there are gender-sensitive data, there is often a lack of further data that is differentiated, for example, not only by gender but also by race and other levels of discrimination. In addition, a binary system is often assumed, which excludes non-binary and trans people. Intersectional data collection is therefore particularly important. When querying gender-differentiated factors, different starting positions must be pointed out and taken into account in public discourse. Otherwise, there is the risk that a binary gender image

will result that is divided according to social roles, and thus the assigned gender roles are reproduced rather than overcome.

Communication and education work that deals with missing perspectives on mobility offers an important contribution to close these gaps.





CATEGORY: COMMUNICATION AND EDUCATION

## TInnGO - Transport Innovation Gender Observatory

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DECEMBER 2018 - NOVEMBER 2021



Juliane Krause, Büro plan & rat.  
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<https://www.tinngo.eu/>

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TInnGO is a pan-European information and knowledge platform on Gender & Diversity Smart Mobility. The research project was funded by the European Union under the HORIZON 2020 programme. Twenty project partners from 13 EU countries were involved. The aim of TInnGO was to create an exchange platform so that mobility offers can be better tailored to the requirements and needs of different users in the future. The 10 European TInnGO Hubs/Living Labs have researched, developed, and tested solutions together with stakeholders from the respective national contexts. The focus of the German Hub was on a gender- and diversity-sensitive participation approach and gender disaggregated data collection in mobility planning, with the aim of addressing social media users in a gender-equal manner, using the example of the sprintH bus operator in the Hanover region.

### **Implementing organisation/initiative:**

German Hub-Cooperation between the Public Transport Marketing Team of the Transport Department of the Hanover Region, ÜSTRA, Regiobus, "Technische Universität Ilmenau" (Technical University), plan & rat (expert office)

### **How the mobility transition, gender, and equal opportunities were combined**

The aim of TInnGO was to create an exchange platform so that mobility offers could be better geared to the requirements and needs of different users in the future. As part of the TInnGO project, gender-responsive mobility was regarded as a driving force for the mobility transition. The focus of TInnGo was on creating awareness of gender and diversity and the associated creation of gender and diversity action plans that can be translated and applied in different cultural contexts. Gender-sensitive responses were tested and analysed as part of the German Hub's Gender and Diversity Action Plan. This included, among other things, what a gender-equal and diversity-equitable social media presence should look like, for example for a public transport company.

The guidelines drawn up as part of the project also address the issue of discrimination. To that end, for the practical example of the sprintH bus operator in the Hanover region, questions were asked about the personal feeling of security. In this respect, the evaluation provides information on optimisation requirements along the route.

### **How the project removed barriers for better usability and access to mobility**

The topic of accessibility is addressed in the project. This includes barrier-free trip chains (barrier-free accessibility of public transport systems, but also of the access routes).

### **The project had these forms of involvement and participation**

As part of the practical example of sprintH, a gender-sensitive participation tool was used: this included so-called challenges as a participation tool for passengers. With the help of a survey tool and a smartphone, passengers can share views, assessments, and opinions on various topics along two selected bus routes. These include the challenges “On the road with children in town”, or “On the road with luggage and a backpack”. This creates a comparative direct link between passengers and mobility providers, which makes the diversity of passengers and their needs visible. The results are guidelines that contain tools, good practice examples, and insights into the challenges of gender- and diversity-sensitive use of social media.

### **How the project contributes to more environmental protection**

The implicit aim of the information and knowledge platform is to make greater use of public transport. By shifting traffic from private cars to public transport, the project contributes to climate-friendly and environmentally sound mobility. This is particularly important in rural areas, where the use of private cars is above average due to a lack of public transportation.



CATEGORY: COMMUNICATION AND EDUCATION

## Raumcast

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2018-2022



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Raumcast is a student-led, transdisciplinary podcast that deals with social, ecological, and design topics related to the city, as well as public space, ecological sustainability, and mobility. The podcast aims not only to reach planners, but also to give non-specialist people access to the important subject areas of city, urban development, and public space. Students from all Berlin universities earn ECTS credits for participating in this self-organised project.

### Implementing organisation/initiative:

Students of the TU Berlin, supervised by Prof. Oliver Schwedes (Department of Integrated Transport Planning at the TU Berlin) and by the Central Institute for Continuing Education and Cooperation (ZEWK) and the Science Shop cube of the TU Berlin. Furthermore, the project is supported by charitable initiatives and associations such as “Verkehrsclub Deutschland” (VCD) and “Stiftung Bildung”.

### How the mobility transition, gender, and equal opportunities were combined

The topic of gender and planning is an important component of the podcast. In the episode “It’s a Man’s World”, students take a look at the male character of the city and the concept of “Gender Planning”. In addition to gender planning, this involves taking into account the needs of all people whose perspectives are often neglected in urban planning: children, adolescents, the elderly, people with disabilities, BIPOC, and LGBTQI+. Unfair access to mobility and the consequences of mobility exclusion are the subject of the episode “Shut down and suspended” (“Abgefahren und abgehängt”). Here, the students present possibilities and strategies of mobile inclusion. The episode “Big city for little people” deals with the difficulties of persons of short stature in particular in public spaces and in public transport. The episode “Queer to stay – a city for everyone” deals on the one hand with the perception of the city by people who situate themselves (or are situated) outside the cis-heteronormative identities. Here, terms such as “non-binary” or “queer” are explained and the perception and consideration of the perspective of non-cis-heterosexual people in the city and in urban planning are discussed. On the other hand, the English-language episode deals in particular with the feeling of security and participation in the city and urban space of queer, non-binary and trans people, BIPOC, and people who are affected by intersectional discrimination. This is importantly about visibility and the consideration of the needs of underrepresented groups of people in urban planning.

### **How the project removed barriers for better usability and access to mobility**

As a project, the podcast breaks down barriers, especially in the area of knowledge and visibility. This is intended to provide people with knowledge and enable them to participate in an informed way. Thus, the project contributes to greater accessibility to mobility and the city for all people.

Through the intensive examination of groups of people, for example, who are often assumed to be a security risk in public space, prejudices are removed and a different perspective regarding these people is made possible. These include, for example, refugees, poor people, homeless people or people who deal with drugs in public spaces.

### **The project had these forms of involvement and participation**

Students of all disciplines and all Berlin universities can participate in the project and help shape Raumcast in its orientation and implementation. Since the project is completely self-organised, all elements of the podcast have been and will be developed and implemented by the participants themselves - from the structure of the podcast, to the logo and jingle, to recording and audio editing.

### **How the project contributes to more environmental protection**

The episodes "Car-free neighbourhoods", "Break through areas", "Bicycle city", "Carsharing", "Autonomous driving" and "Urban bicycle cultures" deal intensively with environmentally friendly mobility. In these episodes, various projects, approaches, and people are presented who are committed to climate-friendly mobility or have pioneering ideas on these topics.

# Innovations for the mobility transition:

## A gender perspective on e-mobility, autonomous driving, and digital transformation

In connection with the change in mobility, three trends receive special weight in social discourse, for which no implementation examples were awarded: e-mobility, autonomous driving, and digital transformation. All three are considered important strategies to reduce the negative climate impact caused by motorised transport.

The sale of motor vehicles with electric or hybrid drive is continuously increasing, which also reflects the growing social acceptance for alternative drives. In 2015, the German Aerospace Center (Deutsches Zentrum für Luft- und Raumfahrt; DLR) found in a study that the private users of electric vehicles are predominantly men from the (highly) educated higher-income sector, whose average age is around 51 years. Meanwhile, a broader range of services, improved charging infrastructure, better technology itself, and new funding opportunities have somewhat put this picture into perspective, but many obstacles remain. Even if a meaningful use

of electrically powered scooters, bicycles and other small vehicles can help people to cover the “last mile”, the replacement of drives does not initiate comprehensive and gender-responsive mobility, but only a drive transition. Many negative effects of motorised traffic remain or are even caused: electric-powered individual traffic in particular takes up a lot of space and the resource consumption continues to be high, both for permanent operation with electricity and for the resources used in production and technology. Electromobility also does not increase road safety. Automated or self-driving cars are presented in advertising and research as the mobility of the future. In order for this promise to promote equal opportunities and meet various needs, further analyses are therefore required. In the development of autonomous vehicles, the data used for the construction of the systems plays a major role at the very beginning: for example, which driving behaviour – and there are gender-relevant differences – is

the standard for the coding, or which road users are taken into account. Examples of this can be found in the field of artificial intelligence, where machines and their underlying algorithms can recognise the faces of black people and people of colour less than the faces of white people. Transparency and monitoring in the construction of such systems are therefore important components of innovation. This can also allow target groups to better benefit from them, particularly people for whom autonomous vehicles could be very useful – such as older people or people with disabilities. Other opportunities in this area to contribute to more inclusive and more equal mobility include self-driving multi-person shuttles that cover the last mile. Similarly, autonomous vehicles could improve compliance with speed limits.

The topic of digital transformation spans the entire spectrum of mobility opportunities and services: from route planning for pedestrian and bike traffic to intelligent, multimodal route planning, multimodal transport based on public transport, and the diverse offers of sharing services. In Germany, it is striking that in particular the offers by sharing services of bicycles, electric scooters, and cars are used by men in the majority of cases. Obstacles to the use of these services for women, non-binary and gender-expansive persons include security issues, in particular for shared journeys, and the price of the service.

Based on common stereotypes, it is often argued that the technology and innovations of male socialised people are accepted sooner and faster. However, initial studies suggest that access to digital offers and other innovations, such as electromobility and autonomous driving, are recognised and accepted as an opportunity if they lead to real improvement – for example, for more efficient travel and scheduling – and if their access is not made more difficult by barriers such as high costs. Similar to the previous topics, the choice of which standards, target groups, data, and requirements are used as the basis in the development of the offers has an important impact on whether various needs are taken into account in the improvement of innovations. Thus, test offers that are used to open up new target groups can also consolidate existing reservations and barriers if social aspects are not taken into account and existing reservations, such as excessive prices or inappropriate infrastructure, are confirmed.



# Green paper: Gender & (smart) mobility

How the mobility transition, gender, and equal opportunities were combined

How can mobility be planned sustainably and equally in the future? The study "Gender & (smart) mobility" by Ramboll explores this question. Because in order to meet the different needs of different road users, a data basis is needed first. In the first study of its kind, the mobility behaviour of different genders in no less than seven capitals of the world was investigated, local experts were surveyed, and various means of transport were also taken into account. The data thus allow conclusions to be drawn on gender-specific differences in mobility patterns, decisive factors for equal participation in transport and transnational needs.

The aim of this report is to highlight the inequalities and differences in transport and mobility, including the important aspects of new technologies and digital mobility services in order to help close the data gap and ultimately provide everyone with access to effective mobility.

How the project removed barriers for better usability and access to mobility

Only if the needs of all citizens are understood, can truly equal transport systems and mobility be created. Therefore different usage requirements must be analysed and included in the planning. Gender, social, and environmental impacts must become part of transport planning. Studies on the use of transport routes and means of transport provide important insights to improve mobility. Gradually, further data gaps need to be filled. For example, by integrating the results regarding access to various forms of mobility with digital solutions, the provision of booking options for travel with children or the presence of cargo bikes in front of shopping centres.

The study shows that women are more afraid of harassment than men, and when choosing their means of transport and their route, they worry about their safety: "Half of our passengers are female, so it is only logical that we include their needs in our planning and considerations in

the same way as the other 50 percent. In addition, aspects of the quality for resting, safety, and lighting are just as essential as comfortable use options at the station and in vehicles, if I'm transporting bags or am accompanied by family members [...].", says Susanne Henckel, Managing Director of the Berlin-Brandenburg Transport Association (VBB), who supported the preparation of the study.

The project had these forms of involvement and participation

In the project, Ramboll conducted several interviews with gender and mobility specialists in the various capitals. The findings were used to prepare the survey in the project countries. In total, more than 3,500 interviews were conducted with people aged 18 to 69 years with different statuses and professions. During the implementation of the final project phase, online focus groups were organised. Through the focus group interviews, the study allowed people to speak about their real lives in order to understand their thoughts, needs, experiences, fears, and joys and to facilitate a discussion on various ways to achieve more gender equality in the transport sector.

These opportunities for participation played a very important role in determining actual mobility needs and the possible further implementation of the main recommendations of the project.

How the project contributes to more environmental protection

The study also provides relevant findings with regard to sustainability. Women generally travel more sustainably than men - on foot, by public transport, and by bicycle, when and where this is possible. The studies have also shown that women consider sustainability in relation to different modes to a greater extent than men. This could be particularly interesting with regard to the creation of a more sustainable, CO2-neutral and environmentally friendly transport sector.



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# Outlook and more examples:

## What gaps will have to be filled in the future for a gender just mobility transition?

The good practice examples presented in Section 5 of this brochure are mainly found in urban areas. Bicycle mobility in particular is currently of great importance as a means of transport, for both gender-equal and ecological forms of transport. What is missing here, in addition to the excellent examples from the competition, are urban planning examples that show how gender planning of bicycle paths can be implemented in practice. Among other things, due to the numerous bicycle referenda in recent years, the development in this respect is very dynamic and present, politically as well as socially. This offers the opportunity to identify good practices for the construction of new infrastructure.

Both in the public transport category and in pedestrian traffic, examples were submitted to the competition that had already been implemented some time ago. Both modes of transport have a high gender relevance due to the high number of passenger kilometres covered by women, non-binary and gender-

expansive persons. Other aspects such as trip purpose and safety as well as an intersectional approach offer a variety of opportunities for more equal opportunities, for example in relation to age, *race* or income.

In public transport, the price structure of tickets plays a major role: Are there, for example, discounted family/multi-person tickets and to which criteria are these linked? Can more complex trip chains be covered with one ticket? In addition, riding without a ticket is considered a criminal offence: A study from North Rhine-Westphalia from 2018 shows that the offence reflects the classism in society - 58 percent of the people who serve a substitute term of imprisonment in North Rhine-Westphalia are long-term unemployed and 21 percent are homeless. Solutions that ensure mobility in public transport for low-income people improve access to mobility and social participation and, at the same time, reduce the burden on law enforcement and administration and reallocate costs

in a meaningful way. What is also needed are anti-discrimination and civic courage training, especially for public transport driving and service personnel, but also for regular public transport customer groups such as young people and elderly people.

Although it is the most environmentally friendly mode of transport, the topic of foot traffic is dealt with in a subordinate manner both in the brochure and in the current mobility transition discourse – this is reflected, for example, by its marginal mention in the coalition agreement of the Federal Government (2021). By improving the conditions for pedestrian traffic, multiple disadvantages could be tackled that children, older people or people with disabilities experience: The gamut of possible initiatives is long and ranges from the elimination of disruptive e-scooters on sidewalks to a fairer distribution of space, more user-friendliness through clean and well-maintained footpaths, foot crossings, illuminated paths, safe school paths, and much more.

Looking beyond Germany, Vienna is often cited as a good example of gender-responsive transport infrastructure planning. Both foot traffic and public transport are taken into account in the planning there.

Vienna is regarded as a pioneer of gender-responsive urban planning. The basis for this is the use of gender mainstreaming in urban planning. Gender mainstreaming and gender planning have been the focus of attention in Vienna for over 20 years. The Women's Office of the City of Vienna was founded in 1992, with a focus on urban planning. In 1998, the Control Centre for Everyday and Women's Rights Planning and Construction was established at the Municipal Directorate for Urban Development, which from 2001 onwards took on the central task of further developing and establishing the then new strategy for gender mainstreaming in this area. In 2010, gender mainstreaming was anchored as a core task in planning, civil engineering, and building construction groups and the gender experts of the Control Centre were assigned directly to the groups.

The handbook "Gender Mainstreaming in Urban Planning and Urban Development" shows with practical examples how gender mainstreaming works in the various urban planning areas.

Mobility and public space play an important role in this. Particularly interesting are the concrete examples on the basis of which an idea of gender-responsive urban and mobility planning can be developed. Before and after images of intersections, public places, and park designs show clearly how gender planning improves the everyday suitability of infrastructure and public space for all population groups and their mobility.

In addition to the practical examples, the large amount of data on gender and other factors in mobility is particularly striking. The data basis is particularly detailed and shows how important this is for gender-responsive planning. For example, various walking speeds are broken down by age groups.

Although the available data make it clear that gender-specific mobility patterns are related to tasks in care work, there are only a few examples in practice that focus on this purpose. The consideration of care work can improve the mobility of children, older people, and people with disabilities as well as their companions.

An example of this can be found in Barcelona. In several districts, parents bring their children to school every Friday by bike. This “bicibus” (bicycle bus) passes at certain times in certain places, and children can wait like at

bus stops and connect to the bicibus. Hundreds of them bike or roll to school and can take up the whole street. As with critical mass bicycle demonstrations, cars have to wait or take other routes.

In addition, the issue of perceived safety plays a major role and should be taken into account with a greater effect on surface areas in order to positively influence the mobility transition. In addition to the infrastructure improvements mentioned above and the safer cities initiatives, other examples provide inspiration for imitation:

In Munich, women aged 16 and over have the opportunity to receive a financial subsidy for taxi trips between 22:00 and 6:00. The subsidy is 5 euros per trip (as of 2021) and can be used by women, trans women, and women with the gender entry “diverse” or non-binary women. You do not have to live in Munich for this, the offer is also aimed at visitors to the state capital.

The topic of barrier-free mobility also offers broad opportunities for improvements across all means of transport and mobility services, and an intersectional approach seems optimal.

The example of the Berlin Association “Sozialhelden” (Social Heroes) offers a map for wheelchair-accessible places at [wheelmap.org](http://wheelmap.org). The “Miki” project (Mobil im Kiez, or “Mobile in the Neighbourhood”) started in 2021 and aims to improve navigation and orientation and thus the everyday mobility of people with mobility restrictions. For this purpose, the target groups are asked about their needs and then helpful data are displayed on a map, such as ground conditions, temporary and permanent obstacles, and gradients, in order to map which path conditions and which barriers are present. This makes better planning possible by allowing queries such as which neighbourhood or routes are comfortable for users of manual wheelchairs.

Alongside alternative drives with renewable energies and car-sharing offers, private carpooling and safe ride-sharing initiatives are building blocks for a more ecological and efficient use of passenger cars. An example from abroad that takes the perception of safety seriously is the ride-sharing platform “Safr”. The hope remains that, one day, an explicitly non-discriminatory (or at least a

low-discrimination) ride-sharing service will be developed and tested in rural areas in Germany, perhaps even in combination with delivery services from regional marketing initiatives. There is still much room for improvement, especially for gender-responsive mobility in rural areas. For a rural mobility transition, there are still many ideas for solutions that combine mobility, social aspects, and environmental sustainability.

However, a practical example that already exists should also be mentioned here that does not have an explicit focus on gender-equal mobility, but focuses rather on the topic of rural mobility. Since 2014, the Berlin-Brandenburg Transport Association has been operating the “PlusBus”, which are currently available in ten Brandenburg districts. Plusbuses are distinguished by the fact that they run hourly, including on the weekend, and are timed in coordination with rail traffic. Up to 40 percent more passengers were counted on individual lines compared to the period prior to the introduction of PlusBus. Currently, 27 lines are set up.

Mobilivers ([www.mobilivers.de](http://www.mobilivers.de)) is a database for mobility experts, a blog for issues in the mobility transition and a network in which members exchange information on content-related issues. The network therefore puts perspectives at the centre that have been underrepresented in the mobility debate so far. Mobilivers therefore wants to clarify data gaps, formulate positions, gather information, tell personal stories and initiate discussions. Through the blog and various event formats, these debates are brought to a broader public.

It is precisely these initiatives that are necessary in order to illustrate existing implementation gaps, which arise with respect to gender-equitable mobility but also for others, and to create the foundations for implementers.

**In the future, much more work will be needed to close the identified gaps and achieve a gender just mobility transition:**

-  Alignment of mobility offers with people who perform care work
-  An increase in pedestrian traffic and an improvement of footpaths
-  More space for safe child mobility in eco-mobility
-  The establishment of independent complaint and reporting centres for discriminatory, sexist, and racist attacks in public transport
-  Tariffs and tickets in public transport, which also take into account more complex trip chains and changing group sizes
-  Budget decisions for mobility projects that represent gender-responsive and socially just planning (gender budgeting)
-  Reviewing and improving e-mobility and sharing offers according to various needs (for example with regard to pricing and child seats)
-  Making people and groups at risk of violence and discrimination the starting point for planning
-  A gender just transition in the automotive sector

# Conclusion

The good practice approaches presented here speak for themselves. The mobility transition is as diverse as the projects presented in this brochure. The projects show that the mobility transition must go beyond the goals of climate and environmental protection. Because mobility is not an end in itself, but a prerequisite for social participation. If a gender just mobility transition takes account of intersectional disadvantages, mobility can increase social participation. If social factors are not taken into account, there is a risk that measures will not be able to effectively protect the environment and climate because they are not accepted or implemented in everyday mobility. Climate and environmental protection that fails to include everyone is just as contrary to the Paris Agreement as the failure to achieve the 1.5°C target.

The competition has explicitly searched for implementation examples, but the submissions have shown that up-to-date data, knowledge, education, and networks are also needed, which must precede, accompany, and thus support practical implementation. More gender-responsive mobility is needed with respect to rural areas, new technologies, the sharing sector. A gender-just jobs transition in the mobility sector is also needed.

It becomes clear, especially in a diverse field like mobility, that there cannot be a one-size-fits-all example. However, all projects can inspire, adapt, and implement similar approaches elsewhere – or stimulate new ideas. The levers are manifold, both in terms of the political level, from local to national, as well as the initiators of activities, which include science, students, civil society, transport companies,

NGOs, and many other stakeholders, all of whom can contribute. In many cases, dealing with different mobility needs has made it clear that gender plays an important role and must therefore be taken into account in implementation. In particular, projects from the 2000s and 2010s implemented gender mainstreaming with a special focus on women, while some of the more current projects focus on gender in an intersectional way. This reflects the recognition that women do not constitute a uniform group, and that people with different intersectional discrimination experiences must be taken into account, whose needs and experiences differ from those of white, cis-male, healthy, full-time employed, middle-class people. In this way, gender mainstreaming has evolved in the area of mobility and can serve as a model for other sectors that play an important role in climate protection and climate change adaptation or in dealing with the damages and losses caused by climate change. At the same time, it is clear that the existing instruments are not yet sufficient to guarantee gender-sensitive planning in terms of the overall effect. Therefore, a political position paper drafted with the participants of this competition will follow.

If you can contribute other examples of equal mobility, would like to network, or have questions and suggestions about the project, you can contact us at any time.

# Glossary

## Cis

Cis refers to people who identify and live with the gender assigned to them at birth.

## Women, non-binary and gender-expansive persons

The term “women, non-binary and gender-expansive persons” includes also lesbians, inter, trans, and agender people and thus all those who are patriarchally discriminated against on the basis of gender. Not only does the term emphasise the social component of gender, it also manages to unite different perspectives and make the associated political struggles visible.

Non-binary people are those who do not identify themselves with the categories of man or woman, but outside a two-sex system.

Gender-expansive describes a more flexible gender identity than it might be associated with a typical gender binary.

The term inter refers to different physical gender expressions that cannot be attributed to a clear medical categorisation of “male” or “female”. As a result, inter people have bodies that cannot be clearly classified in one of the two recognised gender categories of “male” and “female” with regard to their chromosomal, hormonal or anatomical characteristics. Trans refers to people whose gender identity does not match the gender assigned to them at birth.

## Gender Identities/Gender

Gender identities are the result of a series of attributions and expectations that are imparted by social roles and norms. “Female” and “male” are therefore always socio-culturally shaped categories that describe gender identities and are independent of an assigned biological gender, a sexual orientation, and whether they are actually experienced this way individually. Corresponding practices, behaviours and also appearances are often assigned certain values and thus hierarchised. These attributions of value are usually characterised by patriarchal norms: the “male” is the norm and dominates. Each person also “performs” their externally assigned gender regularly by acting out or observing corresponding gender stereotypical behaviours (for example, posture, facial expressions, language) and thus assigning a binary gender to other people and evaluating it accordingly. As a result, biological sex does not form the basis of gender, rather it is merely one part of it. How “female” and “male” identities are embodied and what is considered “natural” and “normal” is a diverse and dynamic process, since gender identities vary according to time, culture, religion, geographical region, and individual.

## Intersectionality

The concept of gender as a starting point addresses the diverse living circumstances of people and groups of people who are discriminated against on the basis of their identity and makes it clear that a single social category never works alone. The individual social positioning of people is not only gender-specific, but is also always in the context of age, race, religion, disability, and sexual orientation. For this reason, transport and mobility must be analysed from an inter-sectoral perspective that takes into account the entanglements and interactions of these categories. Only in this way can the manifold inequalities and social disadvantages, which go beyond the category of gender, be adequately presented. A socially just mobility transition must involve all social groups, genders and other levels of discrimination, such as race and class.

## Just Transition

Just transition provides a political framework in which sustainability, fair working conditions and wages, and “green” jobs are taken into account equally in the implementation of a climate-friendly social transformation.

## Classism/class discrimination

Discrimination against people (groups) on the basis of their class origin or position is called classism. The people affected by classism are those who are exploited and oppressed in our social and economic system. This system is permeated by unequal power structures that produce unjust wages and poverty as well as difficult, undignified working conditions. Those affected are thus disadvantaged in terms of education, prosperity, and participation in society. They are excluded from certain social and professional positions because, for example, they do not have a respected educational qualification. These structures are continuously reproduced precisely because of these disadvantages. “Classism” thus describes the economic and cultural positioning of people in society and their resulting experiences of discrimination and exclusion. Class does not work alone, but above all in interaction with the other levels of discrimination, such as gender, sexuality, race, and age.

## Mobility poverty

Mobility poverty refers to the inadequate opportunity to participate in social life due to the lack of opportunities to travel everyday distances, for example for the purpose of care work, employment, leisure activities, and the like.

## “Race”

Only the English meaning of this term is intended here, and not that of the German translation “Rasse”. The English term “race” has undergone a change of meaning from an alleged biological category to a category of social and legal analysis through academic anchoring that makes the social construction of racism clear. By contrast, the German translation “Rasse” implies biological differences that do not exist.

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