

## Italian Hub

# Sustainable Urban Mobility Plans: a gender and diversity issue?

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## Accessibility needs in transport planning

A city's **mobility** is defined by the degree to which it is **accessible**, and its citizens can participate in urban activities, regardless of age, gender, or ability. Mobility barriers place burdens on those already facing difficulties in moving around cities.

Sustainable Urban Mobility Planning (**SUMP**) is a strategic and integrated approach for dealing with the complexity of urban transport. Its core goal is to improve accessibility and quality of life by achieving a shift towards sustainable mobility.

This document aims to illustrate how the SUMP process can be designed to address the accessibility needs of women and vulnerable groups of people. We provide suggestions to guide a gender responsive approach in policy and procedures for strategic urban transport planning.

### PURPOSE:

Increase the attention to gender and diversity in the writing and implementation of **Sustainable Urban Mobility Plans** (SUMPs).

- **Decree No. 397/2017** (and subsequent revisions DM 396/2019) in Italy (based on the European Guidelines for developing and implementing a Sustainable Urban Mobility Plan) establishes the obligation for all Italian cities to adopt SUMPs. The aim is the homogeneous and coordinated application of Guidelines for the drafting of SUMPs throughout the Country.

- Push to start focusing on aspects and users that are commonly not considered during the **mobility planning process**, for instance, women.

- Ensure a more defined knowledge of the **real mobility needs** based on gender to define more sustainable and inclusive mobility plans.

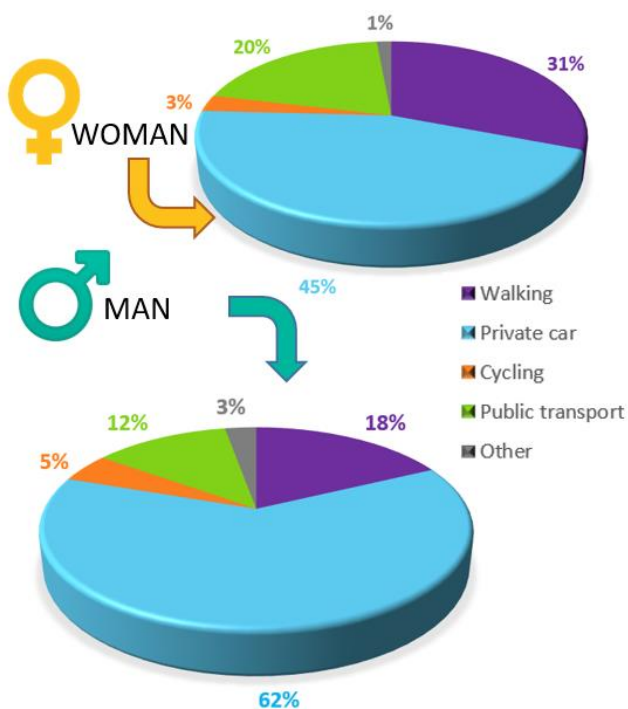
- More attention to **disaggregated data** is needed when proposing new sustainable mobility measures in order to guarantee a more inclusive mobility offer.

- Move towards '**innovation**' in the vision of mobility planning, considering the current absence of gender and diversity topics.

## Modal choices

The mobility of women and men is different, linked to their daily activities but also to the accessibility and safety of the vehicles chosen for their mobility needs.

The chart shows the gender-differentiated modal choice for the main trip (survey in Turin 2020). Women, for example, are less likely to cycle because they are more sensitive to safety issues. On the other hand, men are more likely to use their own car and less likely to use public transport.



## SUMPs and gender issues

A Sustainable Urban Mobility Plan (SUMP) is a strategic planning tool at the disposal of city authorities to promote a balanced and integrated development of all transport systems in order to stimulate more sustainable modal choices. The implementation of a SUMP requires strong cooperation and consultation between planners, institutions and citizens.

The *European Guidelines for developing and implementing a Sustainable Urban Mobility Plan* state that a sustainable transport system improves accessibility for all, regardless of income and social status and improves economic viability, social equity and environmental quality. And also “a Sustainable Urban Mobility Plan focuses on meeting the mobility needs of people in the functional urban area, both residents and visitors, as well as institutions and companies based there”.

The TInnGO Italian Hub dedicated itself to researching these aspects, i.e. how gender and diversity issues are included in transport planning and SUMPs development at the local and national level.





## 1 RESEARCH APPROACH

The hub's research approach includes the collection of **gender-disaggregated mobility data, surveys** and the analysis of mobility patterns for women and men. Our **review** of the scientific literature on this subject and the collection of **measures and best practices** in Europe and in Italy allowed us to enrich the research.

Regarding SUMP's specifically, an analysis of approved and adopted plans is still ongoing to check how they take gender aspects into account.

## 2 RESEARCH RESULTS

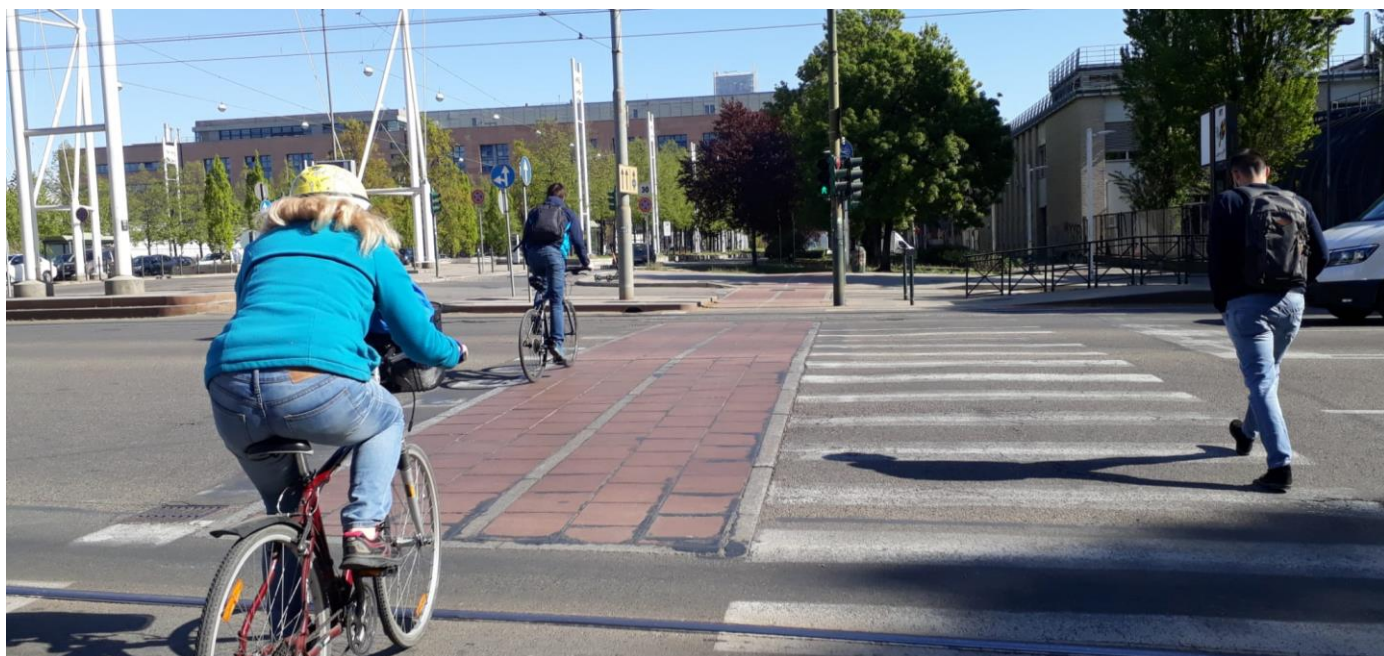
The mobility needs of men and women are different, as shown by many studies in the literature. Furthermore, as a survey carried out in Turin in 2020 on transport choices revealed, the use of transport modes is also dissimilar. Investigating the reasons that lead to these choices (e.g. safety or accessibility of vehicles) is crucial for **inclusive transport planning** that increases accessibility.

In Italy, at the beginning of 2021, there are 189 SUMP's, of which 97 are being drafted, 46 approved, and 46 adopted.



The main research results are:

- Only a low **percentage** of local authorities collected **gender-disaggregated mobility data**, so there was lack of attention to different mobility needs in general, and also in preparation of SUMP's.
- Difficulty in finding **gendered statistics**.
- Absence of **concrete contents** referring to 'women' and/or 'gender' and/or 'diversity' in the SUMP documentation.
- Low **attention** given to **gender and diversity issues**, among the people involved in mobility planning
- A small number of companies *are starting to include* disaggregated data in the work-home mobility plans.



## More attention on gender and diversity issues in transport planning

In conclusion, it is recommended that those involved in mobility planning be more attentive to gender and diversity issues to ensure more inclusive transport by considering how mobility needs change across gender, ethnicities, age, workplaces and locations.

The TinnGO Italian Hub in this context:

- created official **cooperation** with the people who are dealing with the SUMP development in the Turin Metropolitan area and Turin city;
- highlighted as a **specific theme**, the need to give greater attention to gender and more inclusive mobility;
- proposed **concrete actions** with a starter document identifying some key measures of interest for gender-sensitive transport planning.

### Main recommendations:

- the creation of a permanent **Observatory for inclusive and gender-based mobility** with the main objective of raising the awareness of all stakeholders on the topic and on the need for a more gender-sensitive and inclusive planning of mobility and related measures;
- the collection of **gender-disaggregated mobility data** essential to gain understanding of the specific needs of various social groups;
- the drafting of **mobility plans** that are more attentive to gender with the involvement of company and school mobility managers;
- a push towards more inclusive **accessibility** to means of transport through raising awareness among transport service operators of the need to pay greater attention to the needs of particular categories of users of their services;
- the promotion of gender and diversity-aware transport planning.

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This project received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N° 824349

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[www.transportgenderobservatory.eu](http://www.transportgenderobservatory.eu)

TinnGO

European Observatory  
for GENDER SMART TRANSPORT



### Understanding mobility needs

The TinnGO project works on developing solutions to gender-sensitive smart mobility challenges in the European transport ecosystem

[Take a look at our resources](#)

### A sustainable game change in European transport

TinnGO aims to become the reference portal for all issues related to gender and mobility in the EU.

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