

Col·lectiu Punt 6, Spain

“We work to transform the mobility system through feminist urban planning”



Col·lectiu Punt 6 (Blanca Valdivia, Sara Ortiz Escalante, Roser Casanovas, Adriana Cicoletto and Marta Fonseca)

Col·lectiu Punt 6 is a cooperative of sociologists, urban planners and architects based in Barcelona, working to apply an intersectional feminist perspective in urban planning. Col·lectiu Punt 6 has over 15 years of experience working on national and international urban planning, mobility and architecture projects, and in participatory processes, capacity-building, teaching and research. In November 2019, the cooperative published "Urbanismo Feminista. Por una Transformación Radical de los Espacios de Vida" (Virus Editorial). The cooperative has published numerous materials and guides to apply a feminist perspective to different aspects of design and planning. In 2021, it published "Movilidad cotidiana con perspectiva de género", a guide to integrate a feminist perspective in mobility and transportation policies. This guide was drawn up by Col·lectiu Punt 6 in coordination with the city of Buenos Aires and CAF Banco de Desarrollo de América Latina. <http://www.punt6.org/wp-content/uploads/2021/09/Guia-Movilidad-Cotidiana-con-Perspectiva-de-Genero-1.pdf>

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Could you briefly tell us something about your background, and the area of your expertise in the field of transport with gender and diversity? What field are you currently working on?

Col·lectiu Punt 6 is a non-profit cooperative of architects, sociologists and urban planners with more than 15 years of experience in feminist urban planning. We work on architecture, urban

planning and mobility projects in different areas: designing and facilitating community participation processes, implementing urban planning and architecture projects, conducting capacity-building with government employees, other non-profits and neighbourhood organisations; conducting awareness-raising activities such as talks, walks and workshops, and conducting

feminist participatory action research. In the field of mobility, we have experience in active mobility projects (e.g.: study of bench placement; school paths; pacification of streets, and cycling mobility from a feminist perspective), and in public transportation initiatives (conducting safety audits from a gender perspective in train stations; advising regional mobility agencies on incorporating a gender perspective; making assessments and recommendations from an intersectional feminist perspective in public transportation agencies, designing surveys to analyse sexual harassment in public transportation, etc.).

In your area of expertise, what have been the greatest breakthroughs with regard to increasing gender and diversity in mobility?

Women from different fields (geography, urban planning, architecture, engineering, etc.) have been working for decades to make society aware that women, men and non-binary people use space in different ways, therefore generating differences in how they move. Since the 1990s, studies and laws have promoted the integration of a gender perspective in mobility policies. However, it has been difficult to break down the barriers imposed by men in this field to integrate this perspective. For us, the breakthrough is recognising all the efforts made by women in the past who have worked tirelessly to include a gender perspective in planning. We need to recognise their efforts and continue working to transform transportation systems. It is a long-term objective which is starting to see some changes, but we need to strive to make further changes possible. Women have advocated for decades for more sustainable modes of transportation, as users and activists, but also as academics and policymakers. And more efforts need to be made to radically transform mobility policies.

Based on your experience, what are the biggest challenges that need to be addressed with a view to increasing gender and diversity in mobility?

The biggest challenge is to change the bottom line used to plan mobility policies. There is still a

strong focus on transportation and infrastructures and not on mobility as an interpersonal, social, economic, and cultural process. In addition, the field of transportation is highly focused on engineering, and mobility infrastructures do not include a complex analysis of who uses them, with whom, and for what purpose. Women are also underrepresented in the field of mobility, both as staff and experts, but also in participatory processes with users. We need to increase the number of women and their diversity in the field of mobility in order to change policies. Without women, many issues are not addressed, and the current androcentric perspective continues to be reproduced. This has negative consequences for most people, since this perspective does not respond to the diversity of needs of people in transportation. First of all, 50% of the population are women, and secondly there is broad diversity in terms of users, such as children, elders, and people with disabilities, who mainly use sustainable modes of transportation.

In addition to increasing the number of women at the different levels of mobility policies, these women need to work to implement an intersectional feminist perspective in mobility policies in order to make real transformations in the system.

What road maps need to be set out to increase gender and diversity in mobility at national and EU level?

In the work we do, there are three essential elements to integrate an intersectional feminist perspective in the mobility field:

- 1) changing the priorities in the transportation sector, challenging the current productivist and capitalist view that responds to an androcentric model of transportation centring on motorised vehicles, and working towards a mobility system that places people's lives at the centre of the equation, taking women's sustainable mobility patterns and needs as a model. This means looking at mobility beyond the productive sphere and responding to the mobility of care, to trip-chaining and to sustainable modes of mobility (walking, cycling and public transportation).



(2) addressing gender-based violence in mobility systems to contribute to the eradication of violence that people are subject to because of their gender, race, ethnicity, age or abilities. And this should be done at all levels, developing protocols to address sexual harassment and gender violence in public transportation, but also creating mechanisms that challenge and eliminate gender discrimination and harassment within transportation teams.

(3) increasing the number of women in their diversity in the mobility planning and management processes across the board. This means guaranteeing women's access to different types of jobs in transportation, but also ensuring the diversity of women, in relation to class, economic status, levels of education, race, ethnicity, abilities and age.

What are the main benefits of integrating a gender view in mobility and planning?

To work towards a mobility system that really responds to population diversity, to different needs and therefore to a fairer, more equitable mobility system. In addition, integrating a feminist perspective means learning about and adapting to women's sustainable mobility culture. We don't need to invent anything; we just need to place women and people's lives at the centre of the equation to effectively respond to the current climate emergency.



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