

## 100 Climate-Neutral Cities by 2030 – by and for... ...all citizens.

### What gender dimension means and why is it important for the future of our cities?

A gender dimension in the context of Horizon Europe missions refers to the **integration of sex/gender analysis methods in the research content**. Its aim is to stimulate excellence in science and technology by “fixing the knowledge”. “Sex” and “gender” are two distinct terms that should not be used interchangeably.

“**Sex**” refers to the biological characteristics of beings, whether female, male, or intersex. This involves different levels of expression: genes, gametes, morphology (primary and secondary sex characteristics).

“**Gender**” refers to socio-cultural processes that shape behaviours, preferences, values, products, technologies, knowledges, and so on, and how individuals and groups interact with their environment. Here, with our cities. Importantly, those two terms interact and influence each other. There is no anteriority of one on the other but rather a co-influence. Analysing **factors intersecting with sex and gender** is key to avoid overlooking or overemphasizing sex or gender differences (e.g. age, comorbidities, disabilities, environment, ethnicity, geography, religion, sexual orientation, socioeconomic status...).

As Gendered Innovation<sup>1</sup> presents it: “[s]ex and gender can influence all stages of research or development processes, from strategic considerations for establishing priorities and building theory to more routine tasks of formulating questions, designing methodologies, and interpreting data. Many pitfalls can be avoided—and new ideas or opportunities identified—by designing sex and gender analysis into research from the start. Sex and gender analysis work alongside other methodologies in a field to provide yet further “controls” (or filters for bias) providing critical rigor in science, medicine, and engineering research, policy, and practice”.

Gender and/or equality issues have not been mentioned so far in the document produced by the Cities Mission Board. The report does stress the importance of “leaving no one behind”, of participatory approaches and contributing moderately to SDG 5 and 10. We argue that **gender should be mainstreamed as a cross-cutting issue in this Mission**. Below, we introduce examples of relevant inclusion of sex/gender perspectives in urban planning, sustainable Industries, digitalisation, and cities governance followed by recommendations.

### Examples of how sex and gender interact in relation to Urban & Industry planning

#### **Integrated and gender-sensitive Urban Planning**

##### Sustainable and gender-sensitive transportation

- **Different uses<sup>2</sup>**: It has been shown that, on average, men and women do not use the same means of transport and use them differently. Only 30% of women have access to a car during daytime<sup>3</sup>. When it comes to public transportation, women spend 1/4 of their public transportation use for caring work. They also make more stops on their way to work compared to men. Men, on the other hand have simpler travel patterns from home to work and back.
- **Can snow-clearing be sexist?<sup>4</sup>** Snow-clearing is part of the cities’ duties for safe commuting. In

Karlskoga, Sweden, major traffic arteries were cleaned before sidewalks. This impacts men and women differently as women tend to walk more than men worldwide. By exchanging the order in the schedule, the city saved expenses on health care as less pedestrians/cyclists were injured by falls on slippery sidewalks.

- **Gender-sensitivity and accessibility**: As women make up most public transports users, their needs should be considered. This includes accessible stations and step-free entrance to the transport (e.g. for baby carriage). It also involves redesigning ticket fares (e.g. charging an hour instead of a journey or at each connection, as women tend to make stops).

## Housing and neighbourhood design and gender

- **Gender-sensitive neighbourhoods<sup>5</sup>:** In many countries, women are the primary caregivers for children and elderly and/or do most of the housework. This involves a lot of commuting (as seen above) which has bad consequences on the environment and on these populations. To support them (as well as working parents) and reduce pollution, neighbourhoods can be organised in a gender-sensitive way, i.e. by including on-site child and elderly care facilities, shops, and primary-care medical facilities.
- **Gender-sensitive housing<sup>6</sup>:** Vienna developed sustainable and gender-sensitive housing. One example is the FWS-I floorplan, where *"kitchens are cantilevered and extend beyond the footprint of the building to allow an unobstructed view of open spaces for caregivers to monitor children at play"*. They also included different types of apartments in the buildings for inter-generational living and giving the possibility for families to have their elderly, who are predominantly women, in the same building/neighbourhood.

**Safety issues<sup>7</sup>:** men and women face safety issues in public spaces and transports. It has been shown that men face more violence and robbery while women face more sexual harassment and gender-based violence. Women, especially women of colour and/or LGBTQI+ women, as well as disable people, children and the elderly are more vulnerable groups as they encounter more intersecting discrimination (racism, ableism, homophobia, etc.). It has an impact on their use of transports and their quality of life. Part of the solution is to have well-lit open spaces, removing bushes around public transports stops, Wi-Fi connectivity in public transports or campaigns<sup>8</sup>.

## **Industry, Economy & Energy**

### Gender gaps in energy education and labour

**markets<sup>9</sup>:** Gender segregation continues in STEM studies, including green energy education. This is then reflected in the energy labour market (composed of 77.9% of men in Europe). Additionally, women are mostly found in lower-skilled jobs. Explanations for this include lack of interest, idea that it is a "male domain", difficulty of work-life balance, stereotypes, insufficient promotion and lack of mentors and role models.

**Gender and economy:** Cities gather most of employment possibilities and this will force women to move from rural areas to urban areas. Access to cities must then take this into account by designing better public transportation (as they tend to use more public transports than cars).

### Gender and energy<sup>10</sup>

- **Women and energy poverty:** Women are more at risk of energy poverty (especially single mothers and elderly women) due to their average lower incomes although they rely more than men on heating and indoor air quality since they spend more time, on average, in the home, taking care of the unpaid work at home.
- **Women as sustainable consumers:** Women tend to have more environmentally friendly consumption patterns in terms of nutrition and transportation and are more willing to change their behaviour due to environmental pressures than men.

## **Urban digitalisation and gender**

- **Free to Be maps, a crowd-mapping tool that identifies safe and unsafe spaces<sup>11</sup>:** This tool is an online crowd-mapping that identifies spaces in Sydney, Delhi, Kampala, Lima, and Madrid where young women felt happy and good or uneasy and scared.
- **Smart Kiosks<sup>12</sup>:** Access to Wi-Fi and information are part of women's empowerment. This can be done through smart kiosks. An example from Baltimore which did a pre-assessment of the needs of the targeted population showed that women would not use it as the space is not well-lit and they do not feel safe staying outside for long time because of crime rates. As a result, the city decided to improve the infrastructures and lighting before implanting the kiosks.

## **Cities governance**

- **Women in decision-making positions:** In the European Union, 28.6% of regional assembly members, 36% of municipal council members and only 15% of mayors, are women. Sustainable cities may be attained faster with a more diverse representation in power structures.
- **Gender-sensitive public consultations<sup>13</sup>:** Consultations are a great tool to hear more diverse voices and shapes policies. They need to be accessible for all in terms of location, culture, language, timetable, and inclusive design.

## Recommendations

- Include sex and gender analysis where relevant and on topics affecting human populations as a default requirement. If sex and gender are not relevant, an explanation must be provided why not. Sex and gender must be included in the entire research/innovation cycle from research design, methodology, to data interpretation and communication.
- Require cities to assess through a gender lens the utilisation of sites, locations, means of transports, etc. before planning projects and that gendered impacts of the Contract initiatives are assessed.
- Ensure sex-disaggregated data for additional indicators (e.g. decrease of energy in buildings, final energy consumed per inhabitant) to inform future policies.
- For the evaluation process, include the integration of sex and gender in the research proposal, include gender experts among Mission project evaluators and ensure gender balance among evaluators.
- Strive for gender balance among all stakeholders involved in the Climate City Contract drafting, implementation, monitoring and evaluation and in participatory approaches, including the involvement of gender scholars and women who are locally active in urban planning and energy fields or actions.
- To improve women's participation and representation in urban planning and energy science and workforce, we advise you to take a look at our policy papers on [structural change](#), [disruptive measures](#) for gender equality in R&I and on the [role of Research Funding Organisations](#) for gender equality in R&I.
- The gender commitments must be accompanied by gender budgeting (in all levels of procedure)<sup>14</sup>.
- Cultivate a zero-tolerance attitude towards sexual harassment and gender-based violence in urban public spaces. Safety measures in the city should be accompanied by educational campaigns, information stands and other tools<sup>15</sup>.
- Digitalisation implies collecting and using multiple sets of data on transportation, energy consumption, use of services, etc. Privacy issues and ethics should be the main concerns before the cities' optimisation and efficiency.

## Reference

European Commission (2020), *100 Climate-Neutral Cities by 2030 – by and for the Citizens*, Interim Report of the Mission Board for Climate-Neutral and Smart Cities. Publications of the European Union, Luxembourg. Available at: <https://op.europa.eu/en/web/eu-law-and-publications/publication-detail/-/publication/82f1df57-b68b-11ea-bb7a-01aa75ed71a1>

<sup>1</sup> Gendered Innovations (a collaboration between Stanford University and the European Commission): <https://genderedinnovations.stanford.edu/methods-sex-and-gender-analysis.html>.

This initiative provides with a wide range of terms explanation, methods, checklists and case studies in science, health & medicine, engineering and environment with regards to the integration of a gender dimension in R&I. We highly recommend consulting their Urban Planning & Design Checklist: [http://genderedinnovations.stanford.edu/methods/urban\\_checklist.html](http://genderedinnovations.stanford.edu/methods/urban_checklist.html).

<sup>2</sup> <http://genderedinnovations.stanford.edu/case-studies/transportation.html#tabs-2>

<sup>3</sup> Roero, L. M., Scioneri V., and Abluton A., 2009, UrbSpace, WP3 Joint Strategy, Activity 3.2 Criteria and Principles, Sub-activity 3.2.3 Gender Aspects, p. 17. Available at: [http://urbanspace.rec.org/files/Act\\_3.2.3\\_Gender\\_Aspect.pdf](http://urbanspace.rec.org/files/Act_3.2.3_Gender_Aspect.pdf)

<sup>4</sup> Criado Perez C., 2019, *Invisible Women, Data Bias in a World Designed for Men*, Abrams Press, New York.

<sup>5</sup> Gendered Innovations, Case-study: <http://genderedinnovations.stanford.edu/case-studies/urban.html#tabs-2>

<sup>6</sup> *Ibid.*

<sup>7</sup> [https://eige.europa.eu/gender-mainstreaming/policy-areas/transport#\[1type\]](https://eige.europa.eu/gender-mainstreaming/policy-areas/transport#[1type])

<sup>8</sup> M. Nuala, S. Lazar, and S. Weber, 2019, *Gender Equal Cities*. URBACT. Nancy (France), p. 47. Available at: <https://urbact.eu/sites/default/files/urbact-genderequalcities-edition-pages-web.pdf>

<sup>9</sup> 'Energy'. European Institute for Gender Equality. Available at: <https://eige.europa.eu/gender-mainstreaming/policy-areas/energy>.

<sup>10</sup> European Institute for Gender Equality, 2012, *Gender Equality and Climate Change: Review of the Implementation in the EU of Area K of the Beijing Platform for Action: Women and the Environment: Report*. Publications Office of the European. Luxembourg. Available at: <https://data.europa.eu/doi/10.2839/34242>.

<sup>11</sup> PLAN International, 2018. Free to Be initiative. Available at: <https://www.plan.org.au/freetobe>

<sup>12</sup> Webinar, 2020, "How to ensure gender inclusion of Smart City services". Available at:

<https://www.youtube.com/watch?v=n4j43P8IZY0>

<sup>13</sup> URBACT, 2019. *Ibid.* See the case study of the consultation to increase women's presence in public sports spaces in Ramicu Sarat, Romania, p. 15.

<sup>14</sup> URBACT, 2019. *Ibid.* See the case study on gender-responsive budgeting in Ixelles, Brussels, p. 22.

<sup>15</sup> URBACT, 2019. *Ibid.* See the case study on Madrid, Spain, p. 48.



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