

Sustainable Urban Mobility through a gender lens in Tirana



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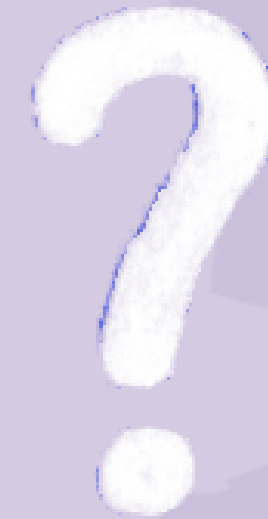
We want to study
and understand
women's mobility
in Tirana.

What initiatives can be
rolled out to spark
transformational change



We want to bridge
the gender data
gap for mobility in
Tirana.

How do women
move in Tirana



We develop solutions
which respond to
women's mobility
needs in Tirana.

What are barriers and
enabling factors for
women's mobility in Tirana



Which gender-mobility
data do we have and
what is still missing

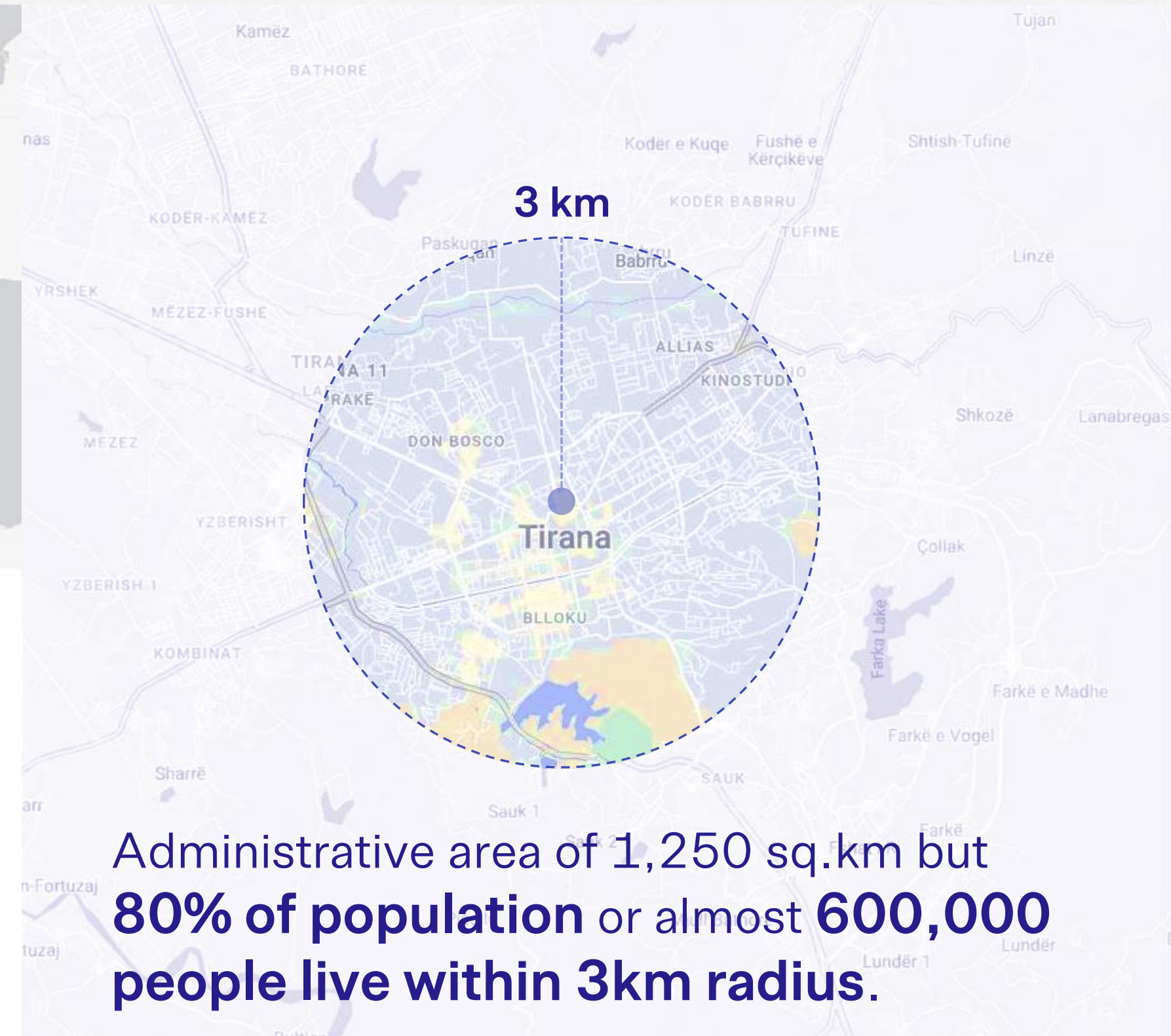


Disclaimer: This is the first collection of gender-disaggregated mobility data in Tirana. While we strive to achieve equity, we concentrate in a first step on equality. We hope to contribute to an evolving discussion in Tirana, Albania and globally.

Tirana has a population of 920,000 which represents around **1/3 of Albania's population.**

In Albania, the GDP per capita was 6,500 USD in 2021 which makes it an upper-middle-income county and is ranked on place 101 in the world.

For comparison, Germany's GDP per capita was 55,000 USD in 2021 and on rank 16.

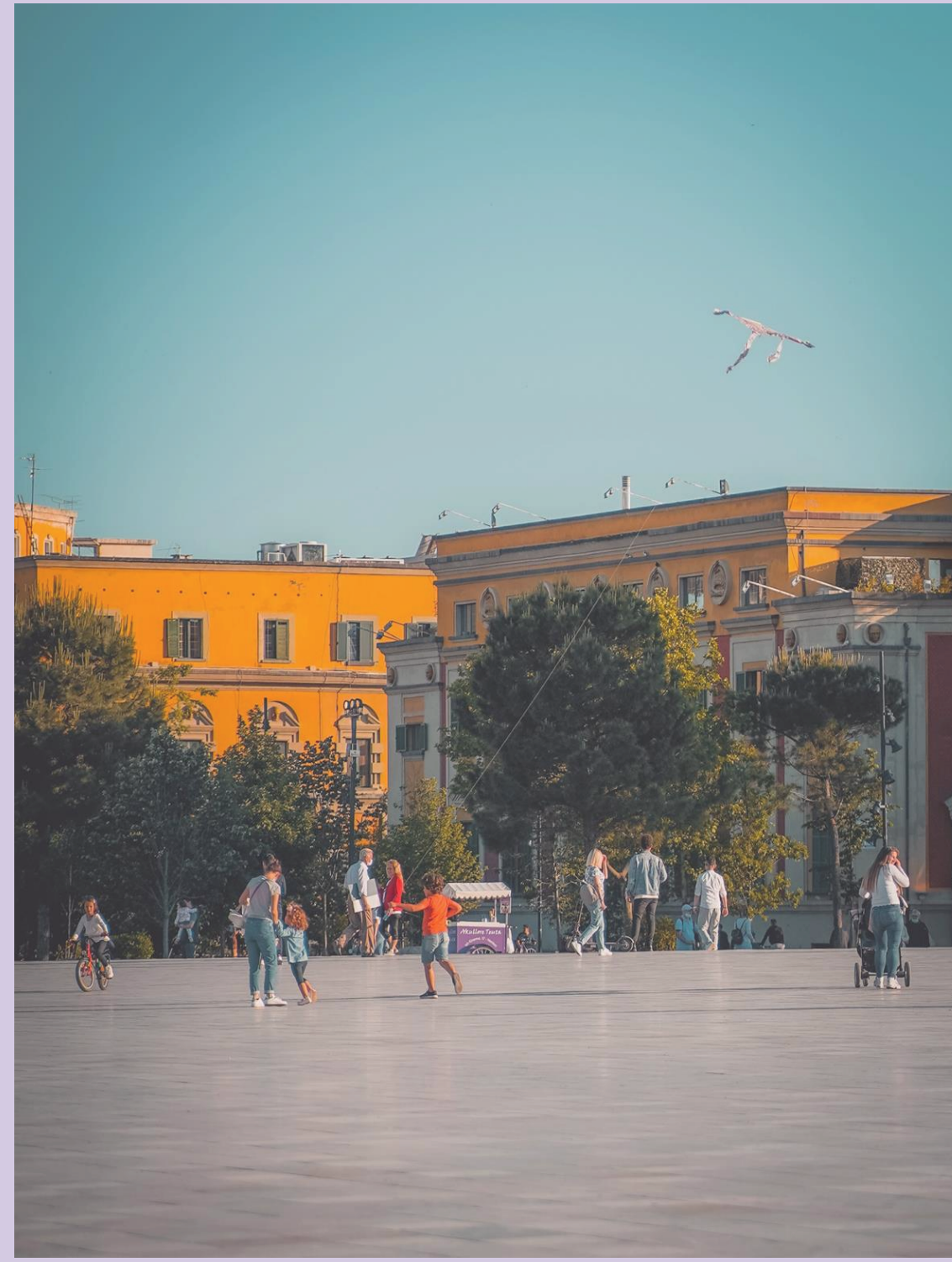


Administrative area of 1,250 sq.km but **80% of population** or almost **600,000 people live within 3km radius.**

Impressions of Tirana



New Bazar



Skanderbeg
Square



Student City
Park



Rruga Dibra

01

Gender equality in Albania - Intro



By law, women and men are equal in Albania. In everyday-life, inequalities remain.

Gender equality in Albania has a strong legal base. However, many aspects of life are still strongly gendered.

The labor market for example still does not serve all equally. A tendency for women to work in lower-skilled, “traditionally female” jobs, accompanied by higher female unemployment rates and lower earnings remains.

However, this might change! In 2022, 60% of university graduates were female.



Women take actively part in shaping the future of Albania but are underrepresented in the transport sector.

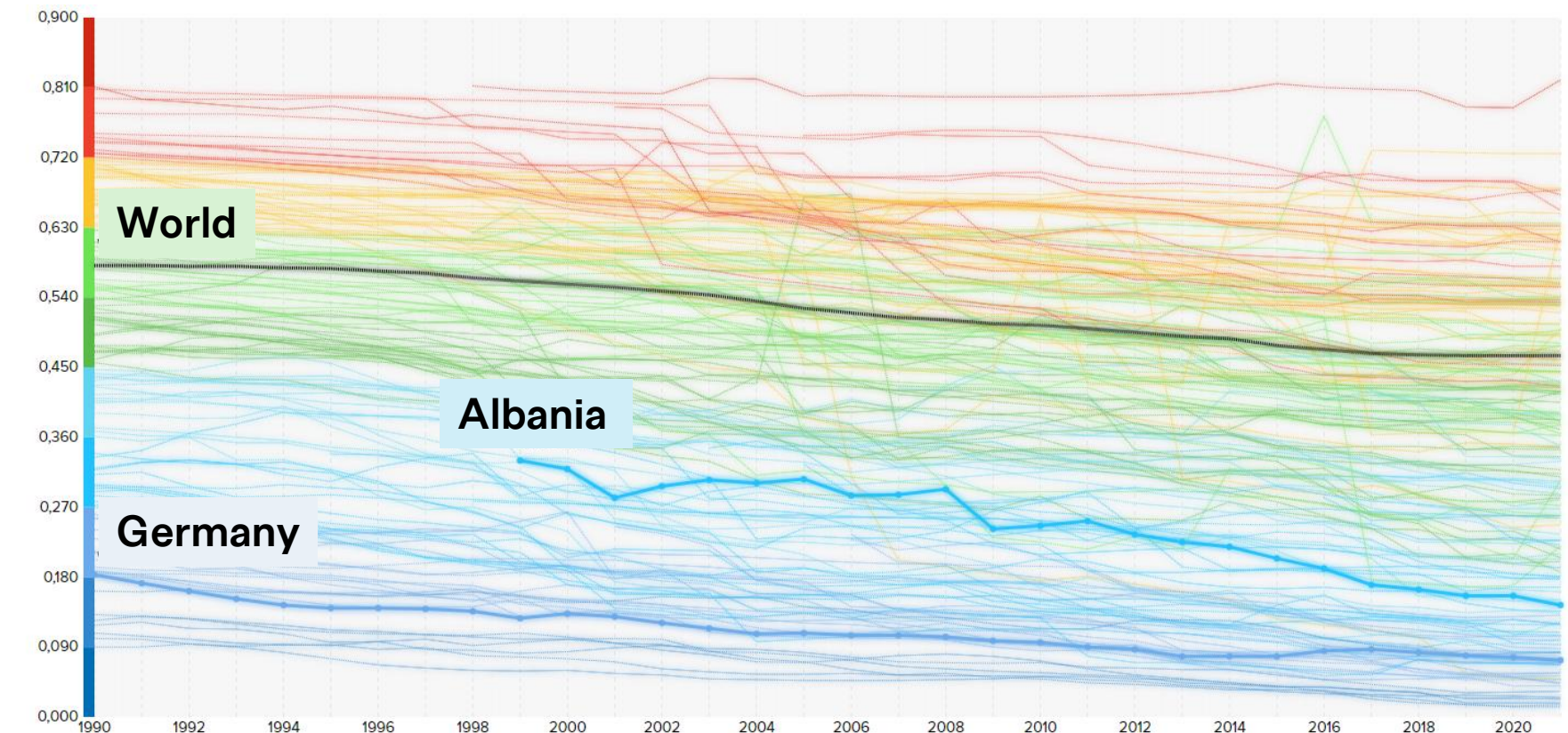
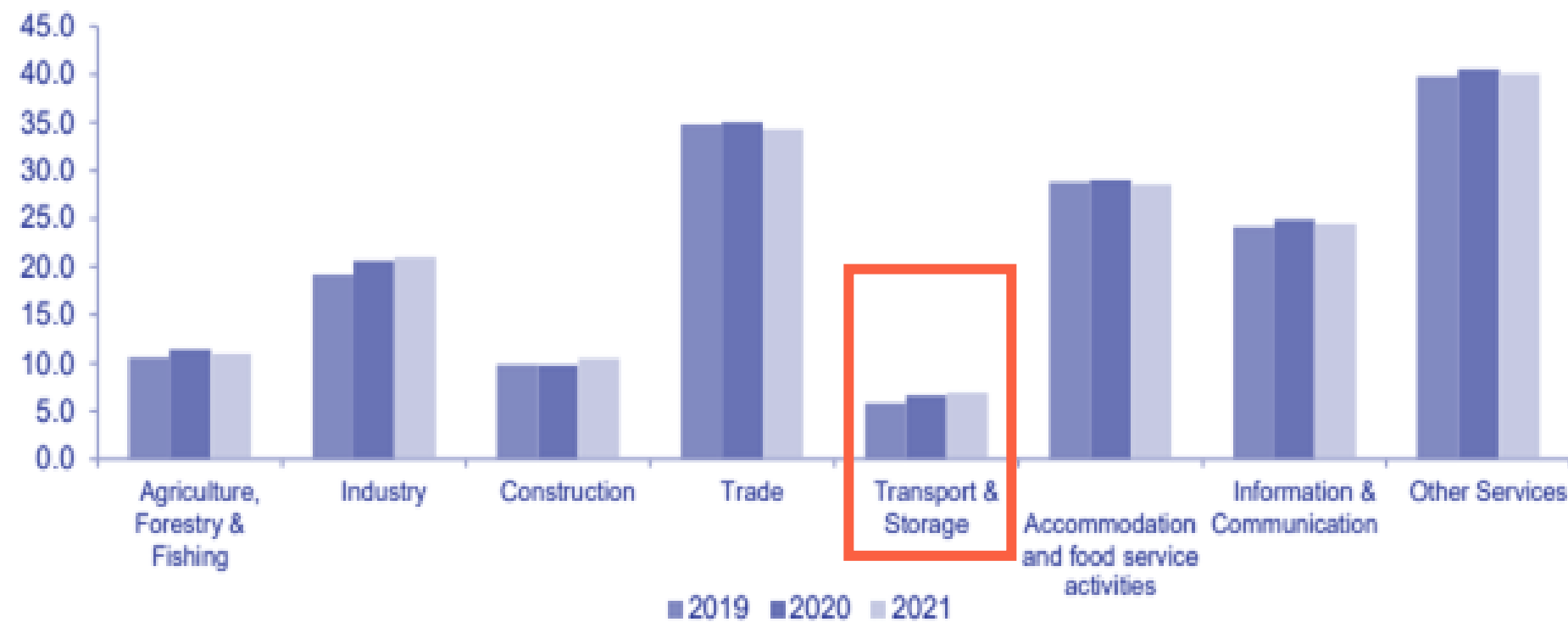
In 2021, the participation rate of **women in parliament was 35.7%**. The significant improvement of the participation of women members in the Parliament of Albania became possible after the inclusion of the **30 % quota** in the changes to the electoral code, in 2008. In parliamentary elections of 2009, the participation of women in parliament more than doubled, from 7.0 % to 16.0 %.

Gender equality is improving!

Over the years, all the indicators used in the GDI calculation have had slight improvements, except for maternal mortality, which, with its fluctuations over the years, has also played the main role in the fluctuation of this indicator.

Gender equality in Albania is very high in global comparison.

Fig. 1 Women owners/ administrators by economic activity (%)



Source: [Press release \(instat.gov.al\)](http://instat.gov.al)

NB: The lower the score, the more equal the society.

Source: [Gender Inequality Index | Human Development Reports \(undp.org\)](http://undp.org)

02

Gender-sensitive urban mobility data from Tirana



Sustainable mobility policy is universal policy

The typical car driver in Tirana is a middle-aged man.

The categories of the **population which report driving a car in the majority are men**, citizens between 30 and 45 years old, those who are employed make enough money.

Individuals belonging to other categories (**women**, younger than 30 and older than 45, individuals living in low-income household and unemployed) **are less likely to drive a car**.

26% of women taking the bus would have had access to a car but chose to take the bus.

Improving sustainable mobility options serves all ages, abilities, genders and economic groups.

Groups that are **least likely** to drive a car

- Under 30 or older than 45
- Students, housewives, retirees
- Hardly covering basic needs

Groups that are **most likely** to drive a car

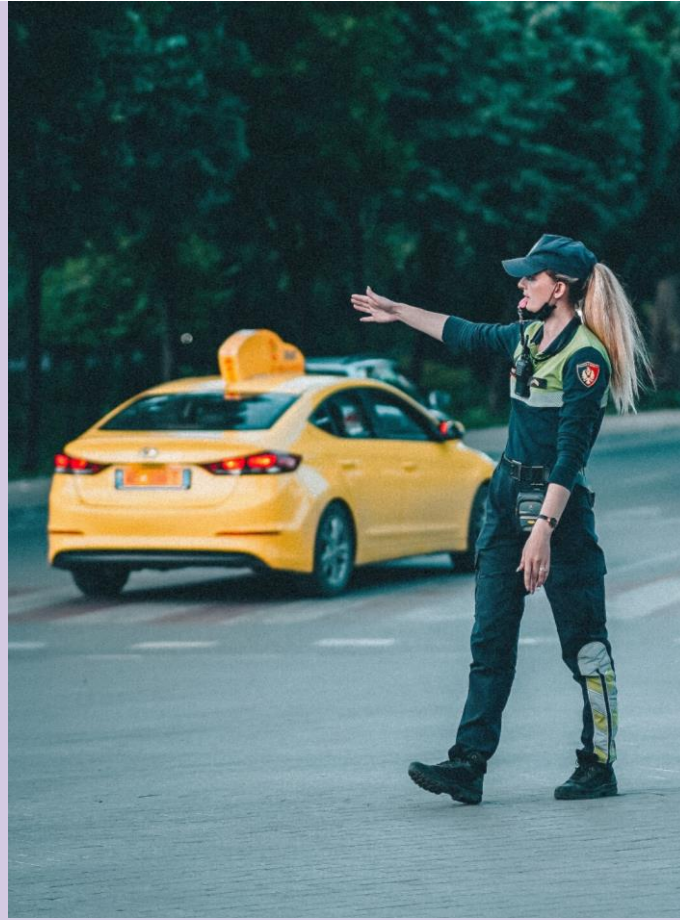
- 30-45 y. old
- Employees
- Making enough money

Female

Male



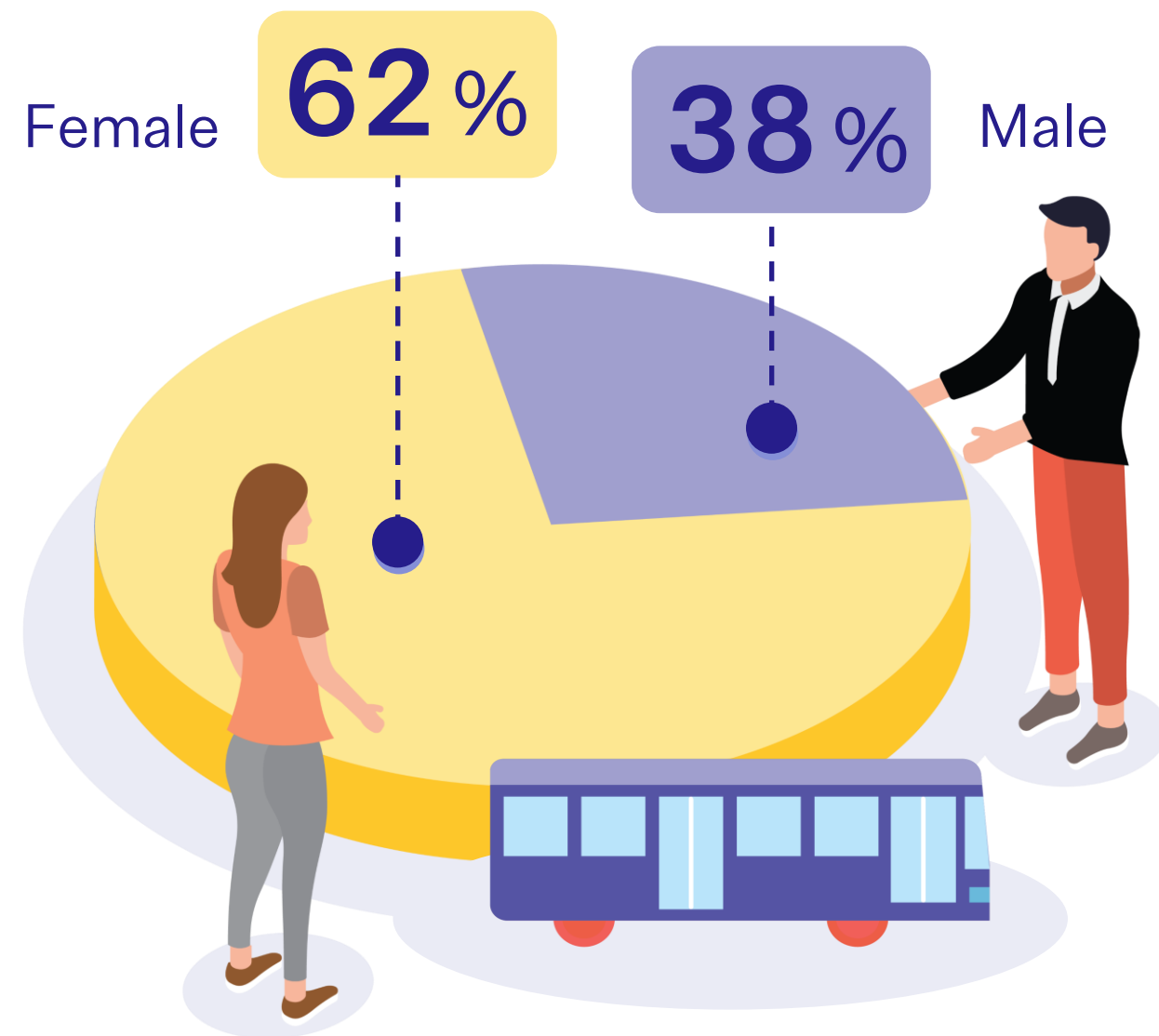
Women on the move in Tirana



Investing in public transport means investing in the female labor force

More than **60% of bus passengers** in Tirana are **women!**

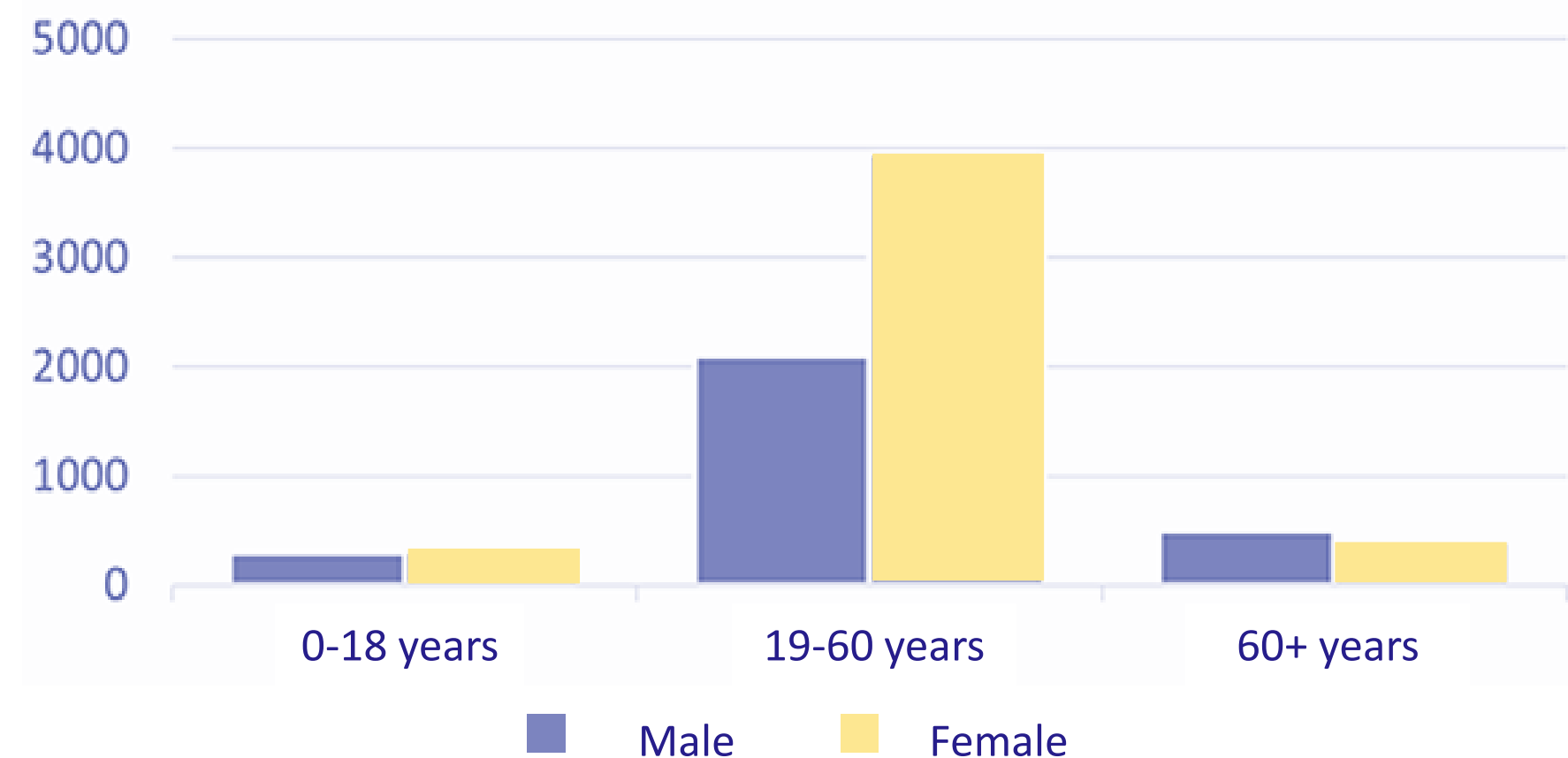
Especially female **students and working-age women** use the bus often.



Distribution of passenger into male/ female
Sample size: 2500

Source: Ticketing Survey October 2022, GIZ

Sample characteristics by age and gender



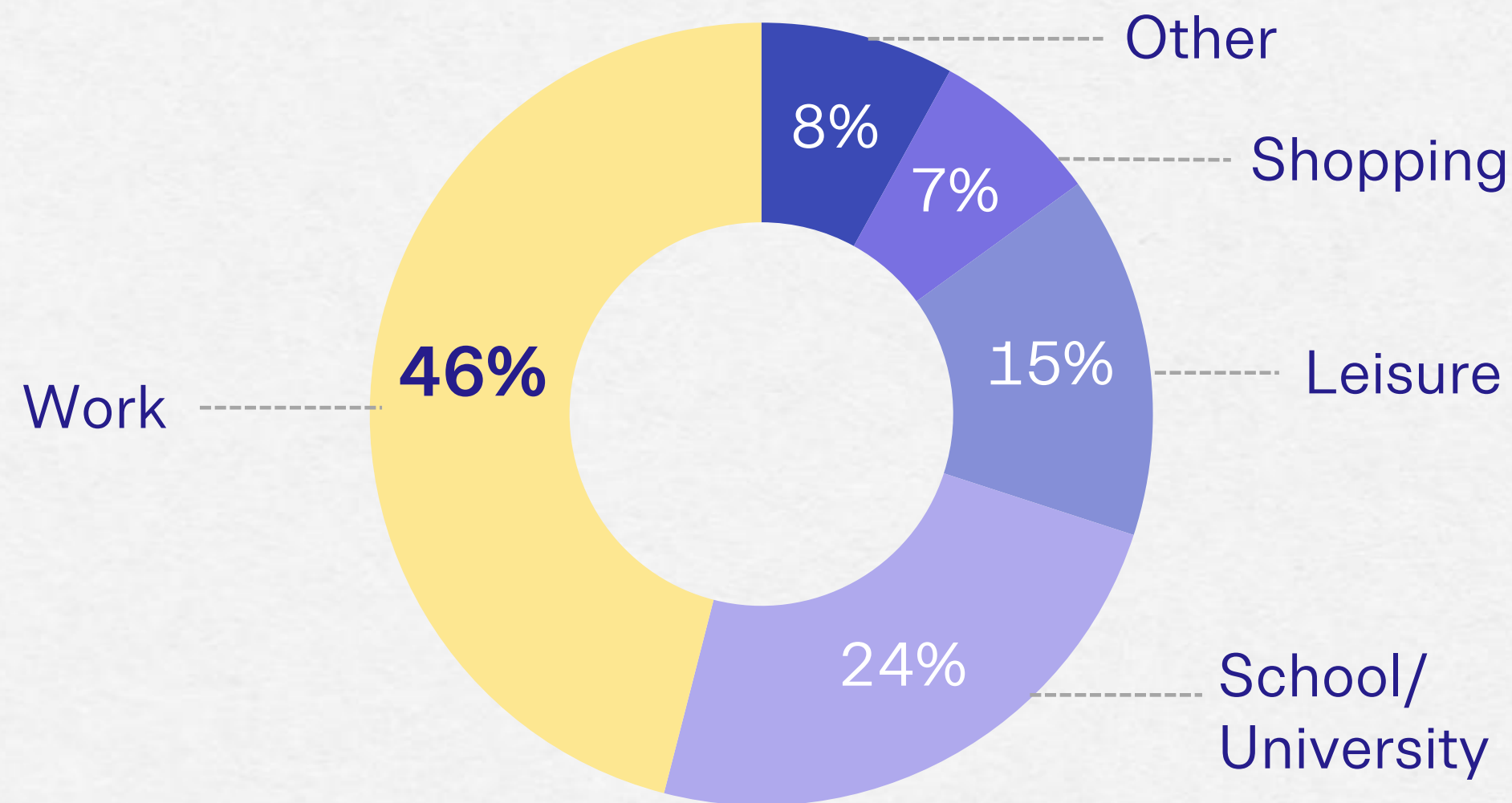
Sample size: 7500

Source: Ticketing Survey October 2022, GIZ

The bus is important for economic gender equality!

Women over proportionally **take the bus to get to work and to school/university**. By strengthening the bus system in Tirana, we also strengthen the (economic) equality of men and women.

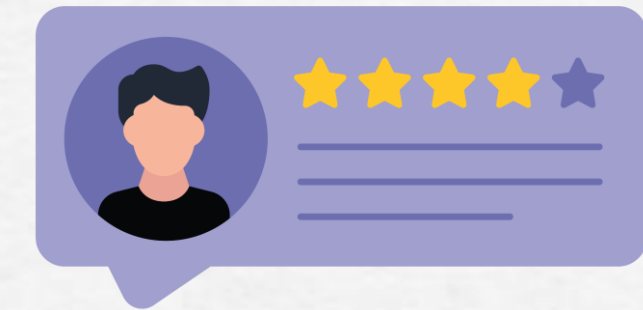
Bus trip purpose by women in Tirana



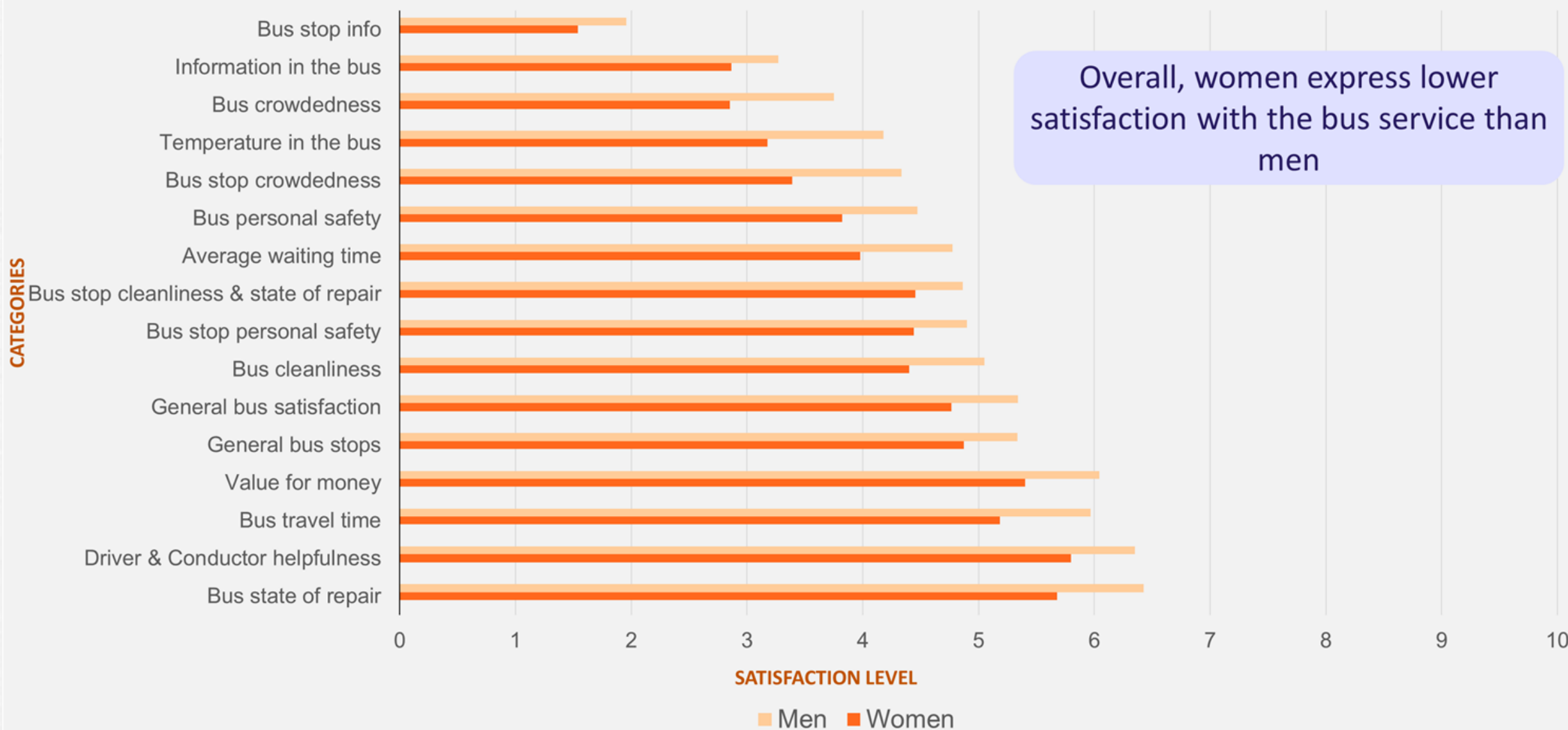
Women's satisfaction with the bus service in Tirana

Women and girls are generally less satisfied with the bus service in Tirana than men.

Gender differences in the perception of service quality while using public transport



Level of satisfaction: women vs men



- Girls and women reported a higher dissatisfaction with the quality of bus service provided than boys and men.
- This applies for the over-all satisfaction level as well as each single category.
- Women also report more often to be sexually harassed on public transport than men.

Level of satisfaction with the bus service: Oct 2022
Sample size: 2500

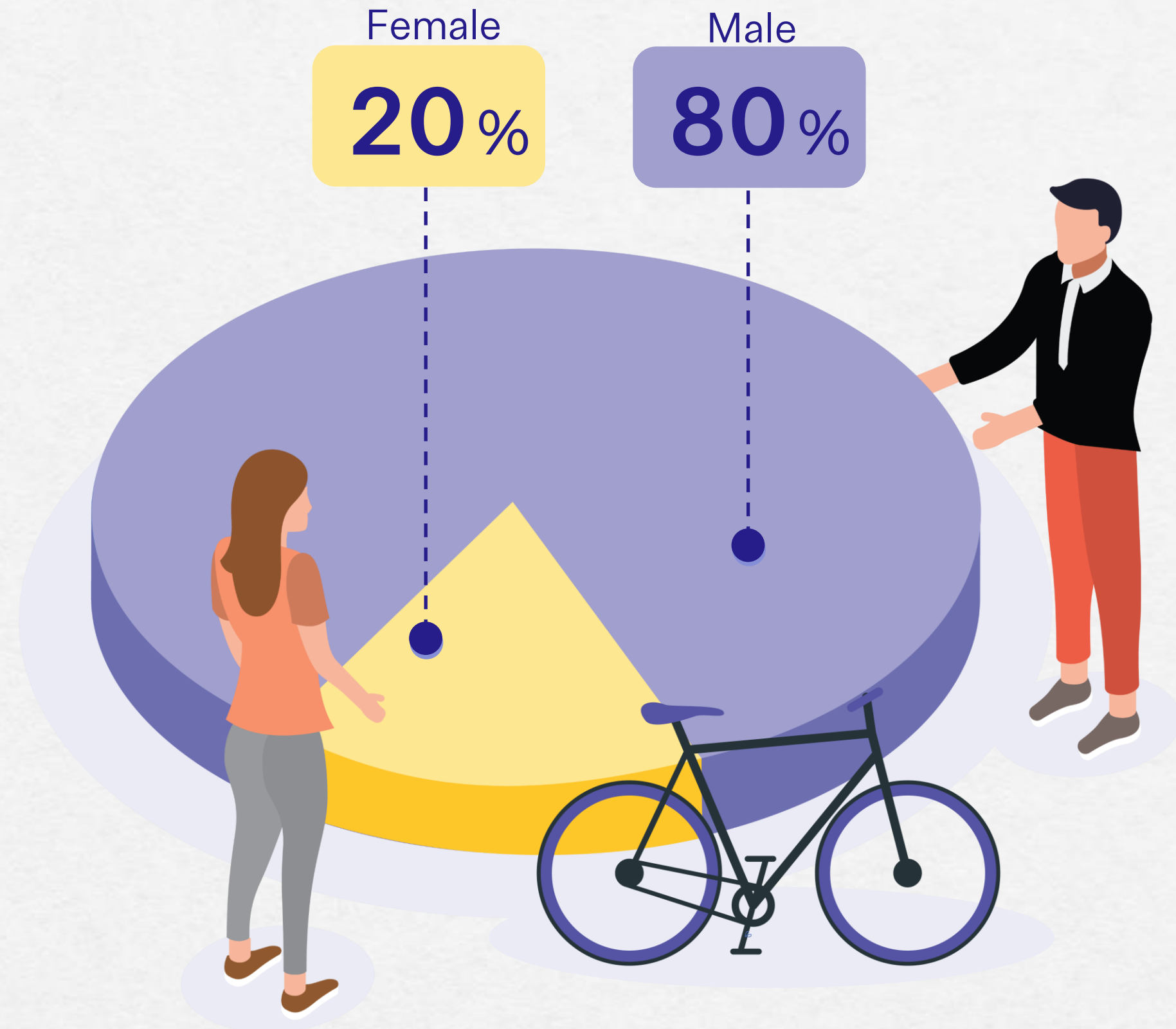
Women are an untapped cyclist's potential

Only **20% of cyclists** in Tirana are women!

Distribution of cyclists by gender in Tirana (in%)

Women are a user group which could benefit from targeted support to increase their share.

If more women would be enabled to cycle, the total number of cyclist in Tirana would grow as well as the mode share of cycling.

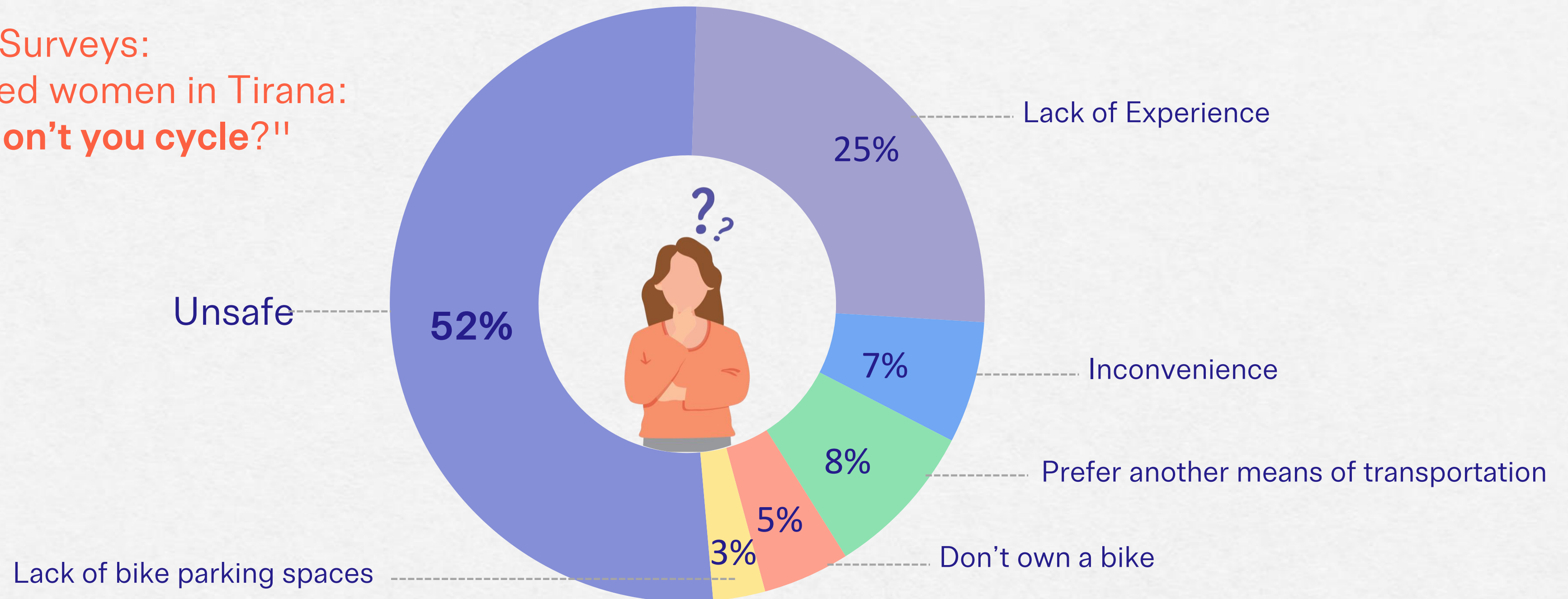


Women are an untapped cyclist's potential

More than half of the interviewed women do not cycle because **they feel unsafe**.

Another quarter lacks experience.

Cyclist Surveys:
We asked women in Tirana:
"Why don't you cycle?"



What influences the walking experience of women in Tirana?

A lot of women in Tirana walk.

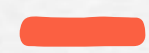
79% of women report to walk always or very often, while men do so in 69%.

What influences their walking experience?



Positive

- Adequate lighting
- People around
- Absence of cars
- Wide sidewalks
- Greenery



Negative

- Groups of men
- Insufficient lighting
- Not enough space (for strollers)

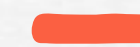
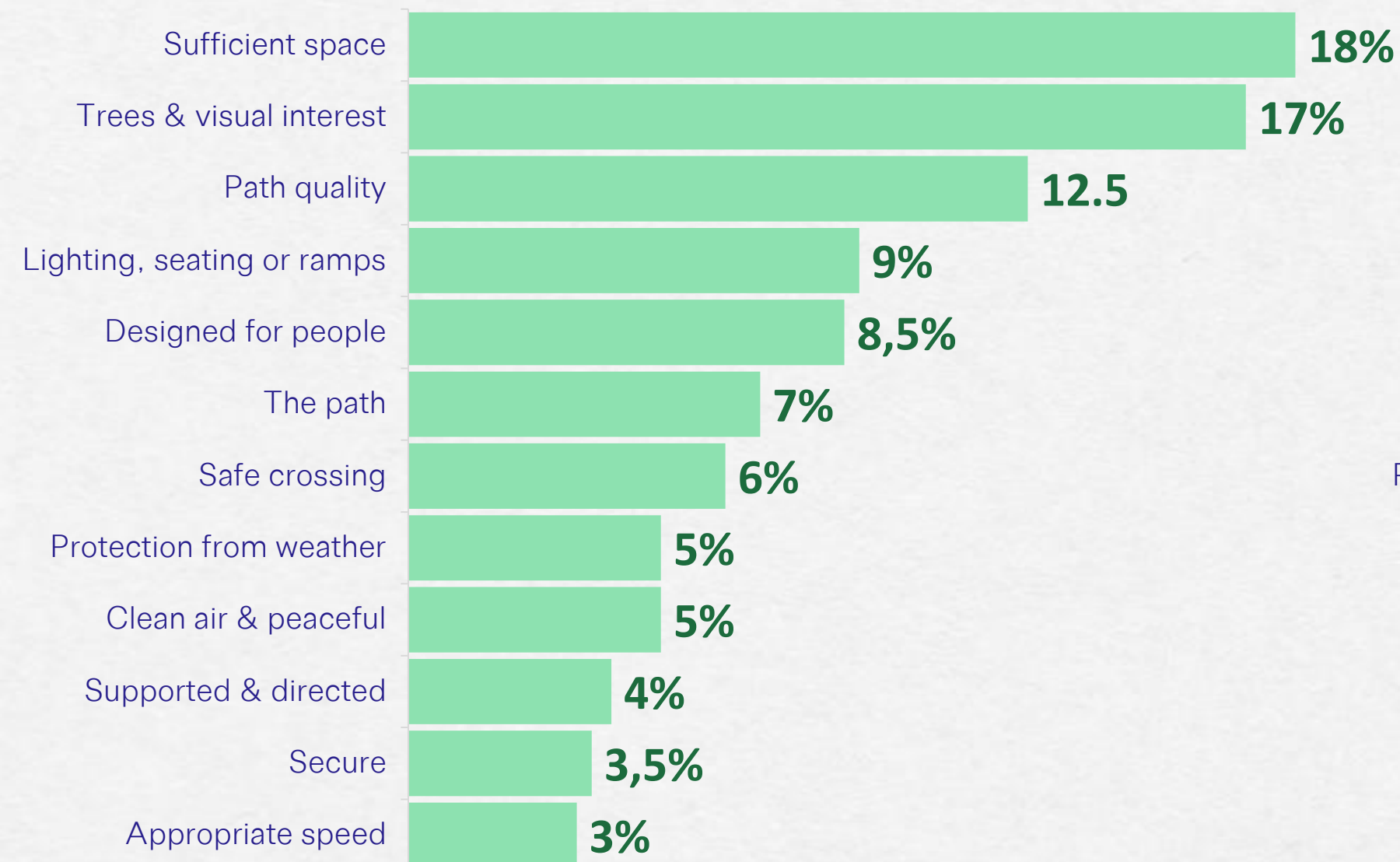


Women walking in Tirana

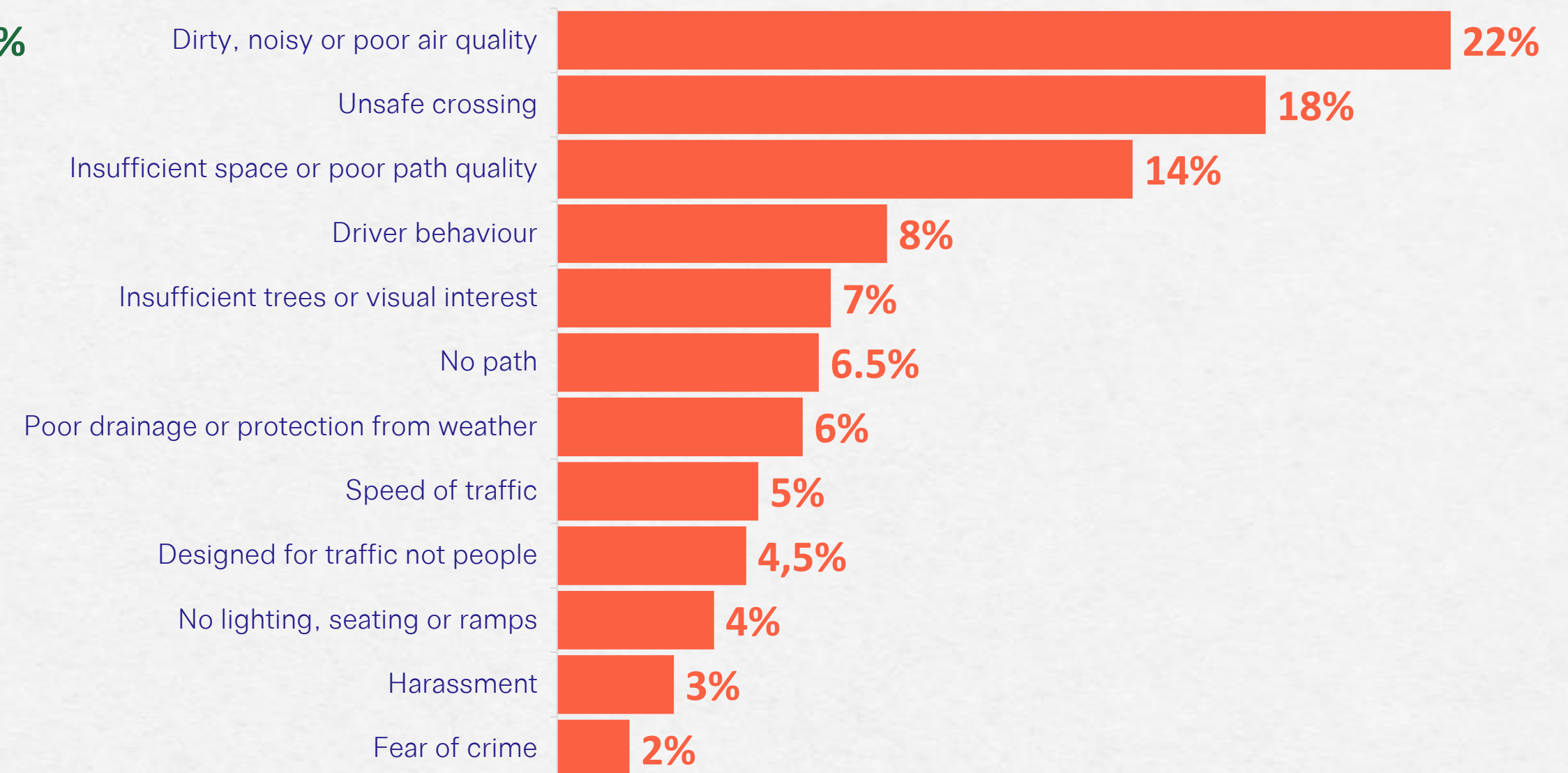
We asked **100 women at bus stops** in Tirana what they like, and what they do not like.



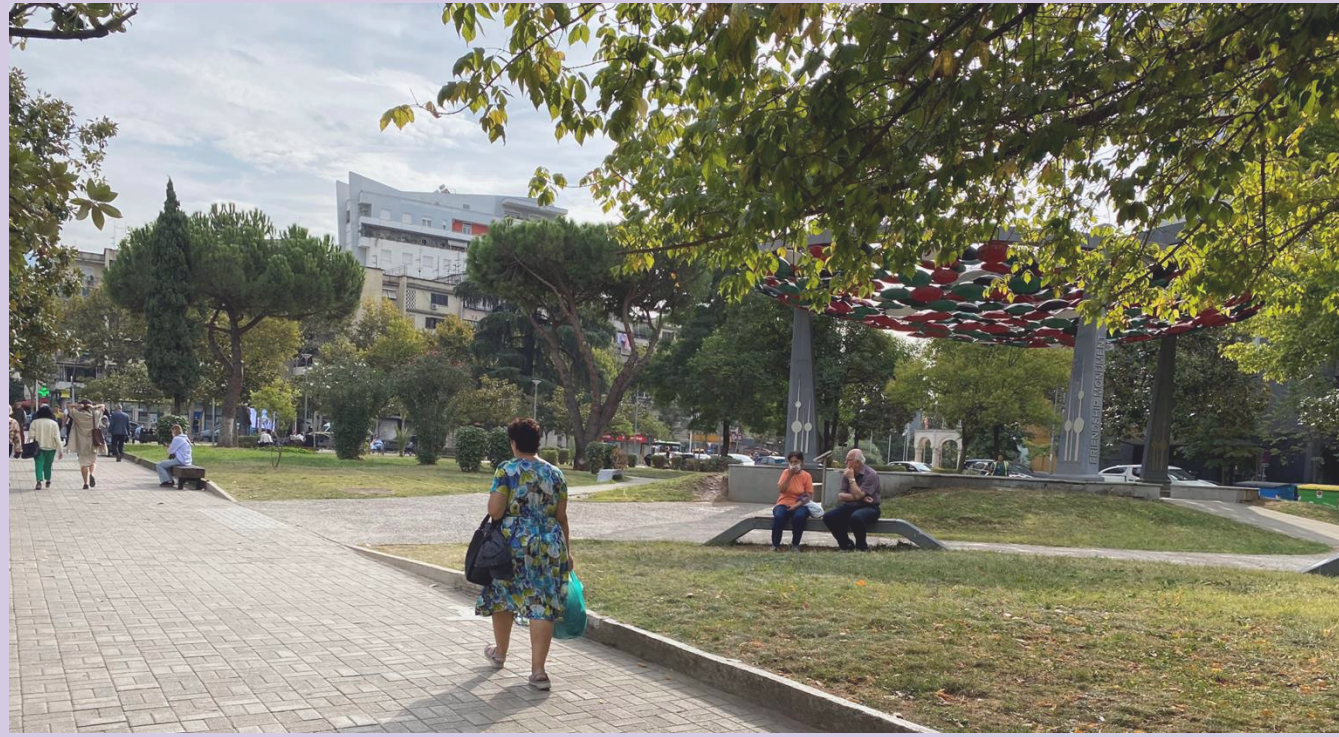
Give people **space** to walk and they will like it!



Cars have a **very negative impact** on the walking experience around bus stops.



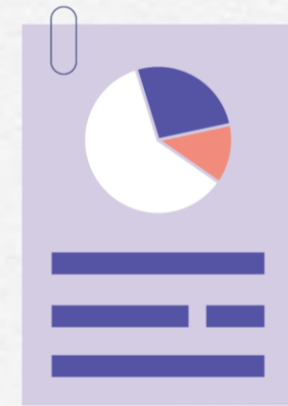
Women on the move in Tirana



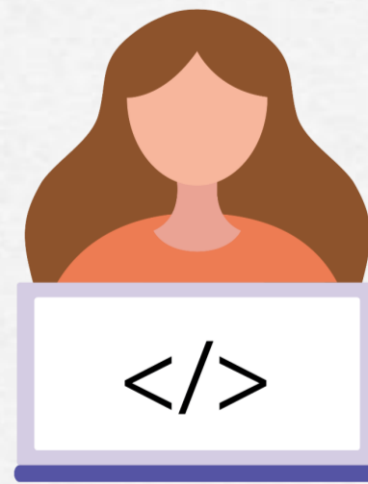
03

Initiatives to improve gender-transformative mobility in Tirana





Introduction of gender-disaggregated mobility data collection and digitalization of data.



Actions discussed and approved within the Municipality.



Bus survey, customer feedback portal, walkability app, cycling counters, ...



Capacity building: trainings, study tours, working groups, peer exchange.



1010
1010

Turning data into actionable information.



Introduced management reports.



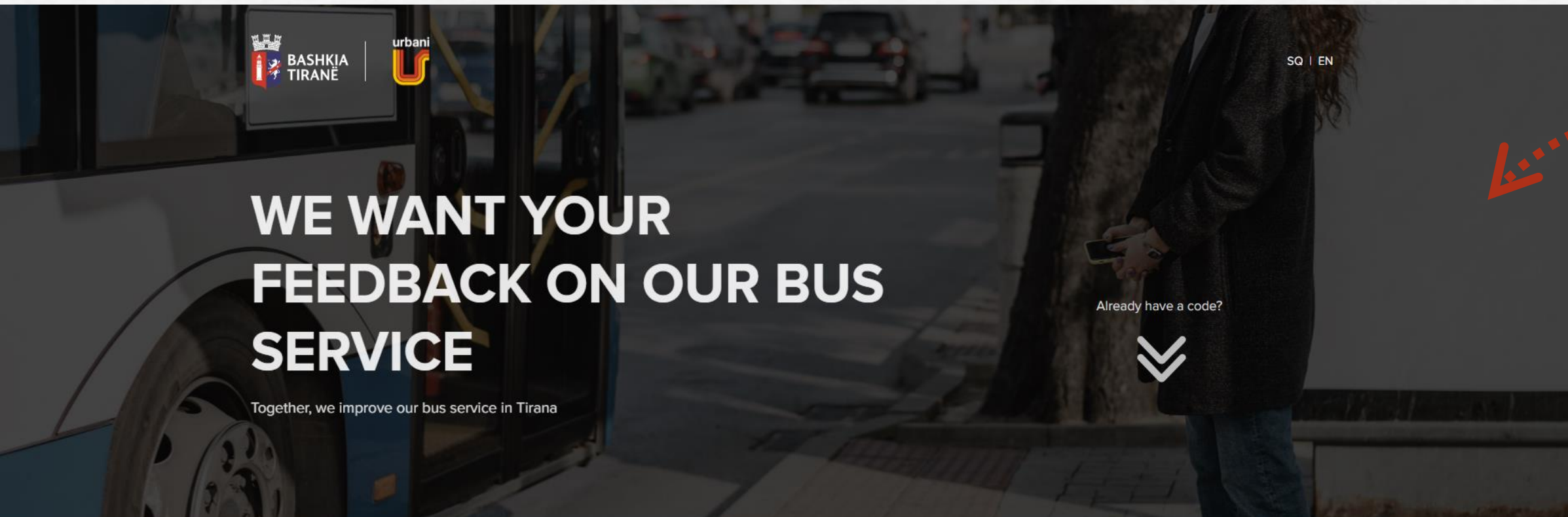
The new bus customer feedback portal is gender responsive

Women are the largest user group of public transport in Tirana.

To serve them better,
we need to listen to them!

The new **customer feedback portal** of the Municipality does exactly that!

- Gender disaggregated feedback system established.
- Relevant categories concerning safety and security, infrastructure and bus service level.
- Customer feedback team in the transport department established to respond to the users.



Your feedback is important to us

Please first submit your personal information.

1. Personal information

The asterisk (*) means the question is compulsory.

E-mail address *

example@email.com

Phone number

+355XXXXXXXX

Gender

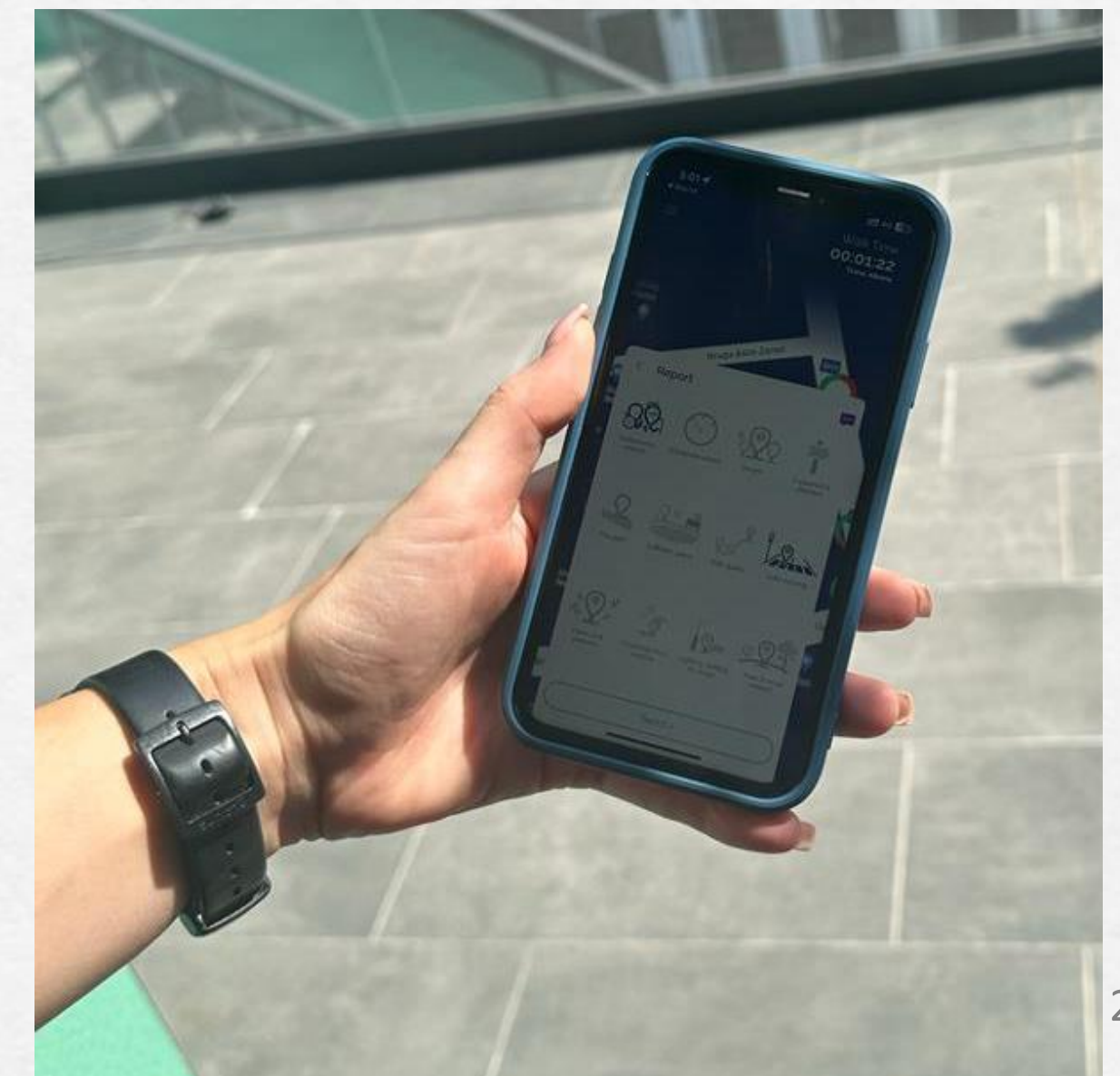
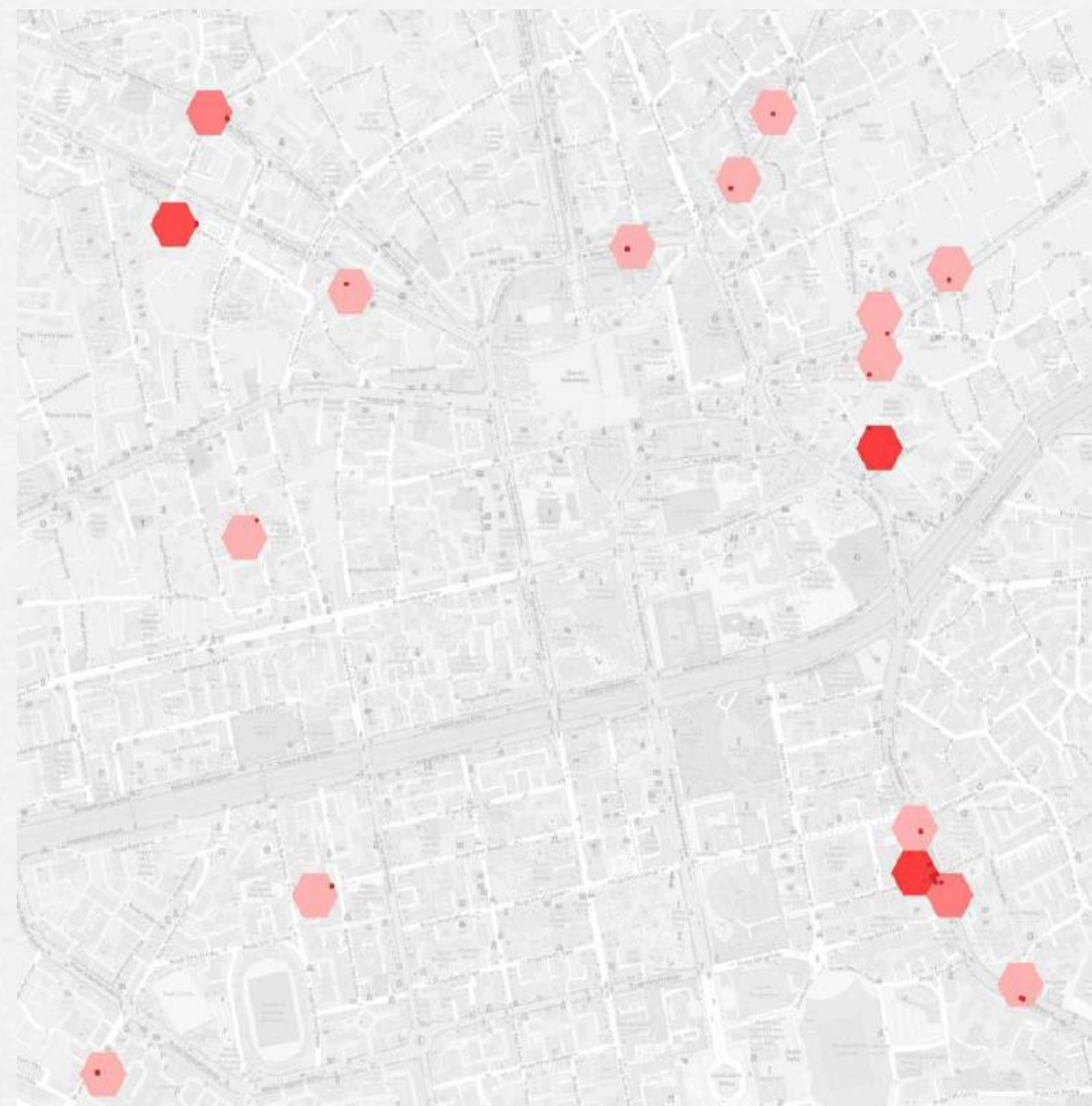
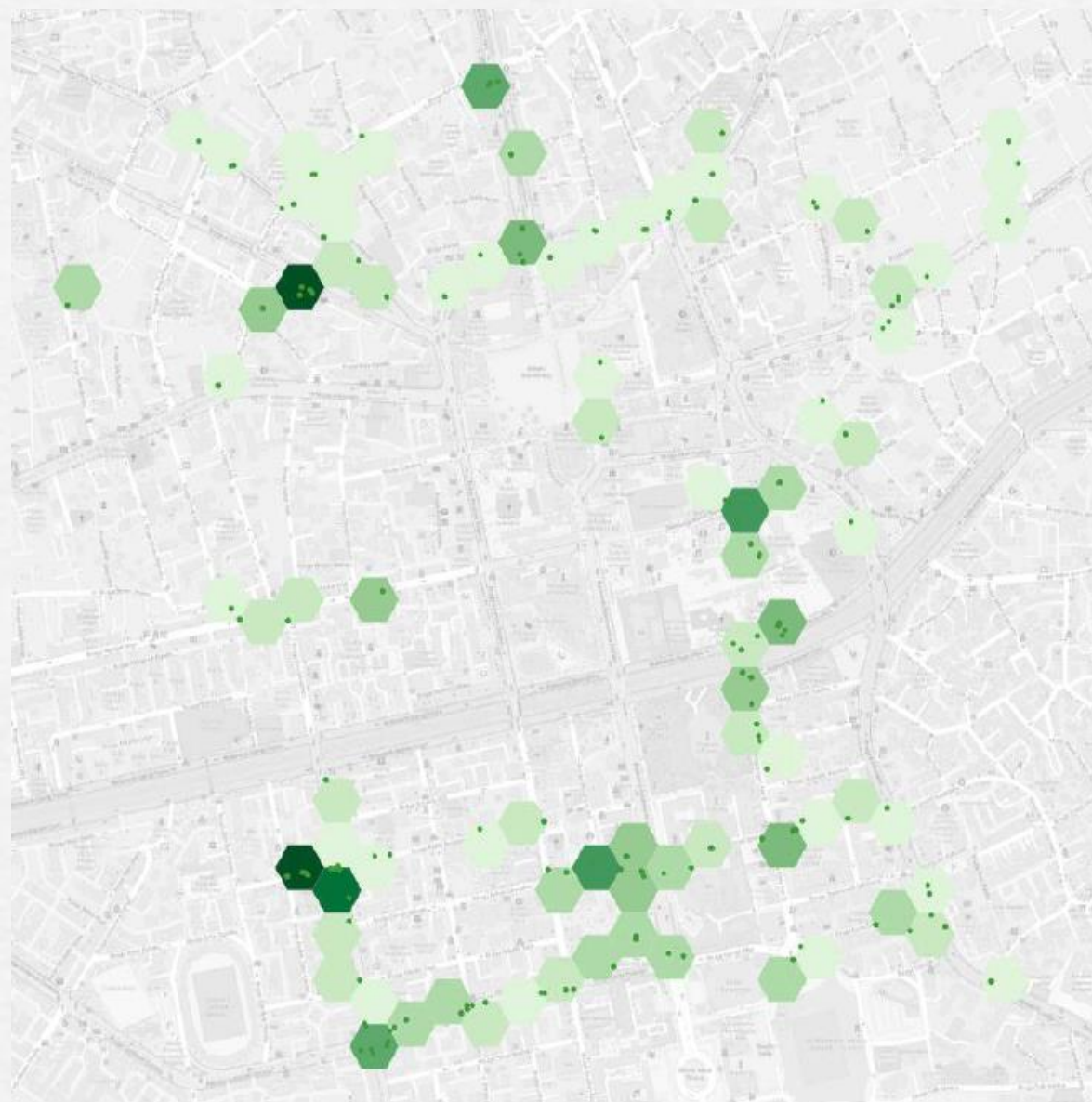
Select

Collecting missing gender-disaggregated data on walking with an app

The **walkability assessment app** – translated into Albanian – from Walk21 allowed us to understand women’s preferences of the walking infrastructure in Tirana.

Where Women **do like to walk** in Tirana

Where Women **do not like to walk** in Tirana



School Streets enable safe walking for children and caretakers

Tirana School Street Program

More than **6,500 children benefit directly (50% girls)**, more than 30,000 people indirectly.

Many care-taker are female, who benefit therefore over proportionally from the School Street Program.

Through **239 bollards**, more than **2,500 sqm** at **six schools** were given back to children.

Another six schools are scheduled to be transformed in 2023.

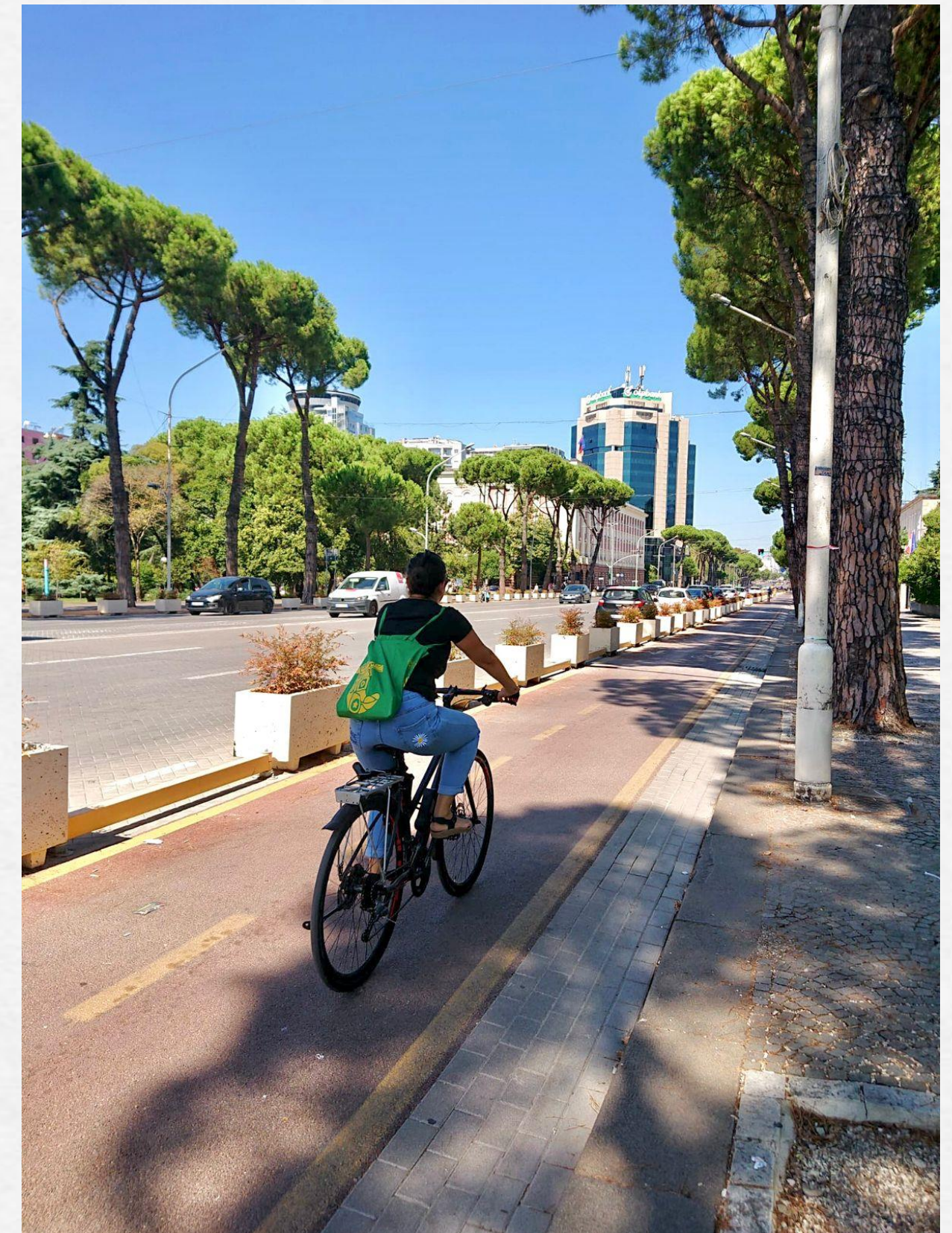


More protected bike lanes mean more women cycling

Not feeling safe is one of the main reasons of women not to cycle in Tirana.

Different research proved that building protected bike lanes increases the number of women cycling.

Tirana invests in **protected bike lanes** to enable everyone to cycle safely!



The new Cycling Academy enables girls and boys to cycle independently

GIZ Albania, APR Tirana and the Municipality of Tirana work together to enable **girls and boys to cycle** through cycling trainings.

Additionally, to the provision of safe infrastructure, the Municipality, together with GIZ, provides cycling trainings to children, with a focus on girls. Soon two cycling schools will open in Tirana to make sure every girl and boy are able to ride a bike safely and confidently.



Representing Women in Mobility



The **Tirana Cycling Mayor** represents the voices of cyclists in Tirana.

For the last years, **Iden Petraj** is actively engaging in making Tirana more cycle friendly.

Her main activities are:

- Bike Fest Tirana
- European Mobility Week
- Female Cyclists of Tirana
- Cycling training in kindergartens
- Awareness campaigns and car free Sundays

Representing Women in Mobility

Deputy Mayor Anuela Ristani pushes for a more equal transport system in Tirana – and beyond!

She is heading the inter-departmental Walking Taskforce in Tirana, responsible for the first Walking Policy in the Balkans. For her work, she has been recognized as a remarkable feminist voice in Transport 2023.



“

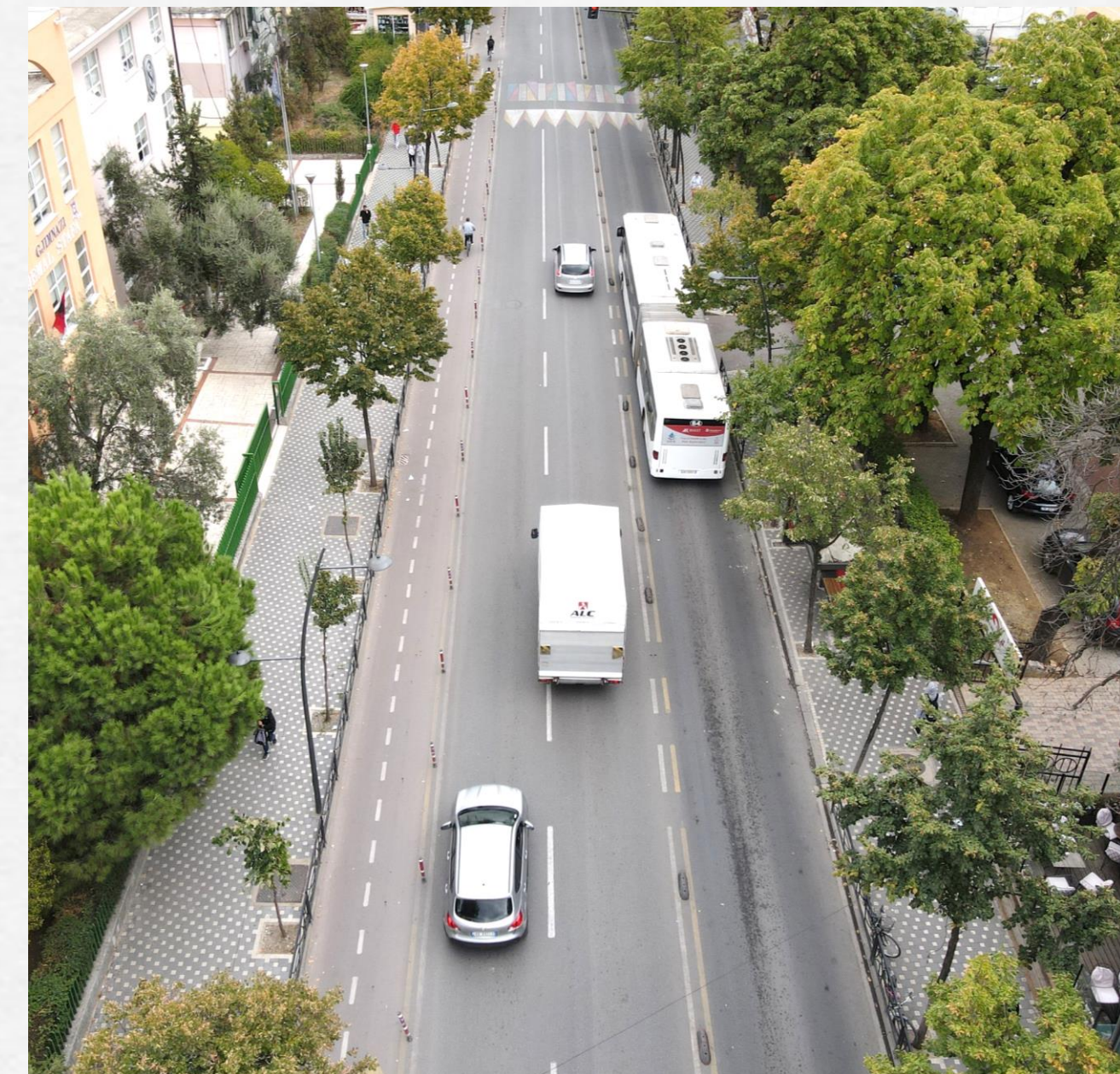
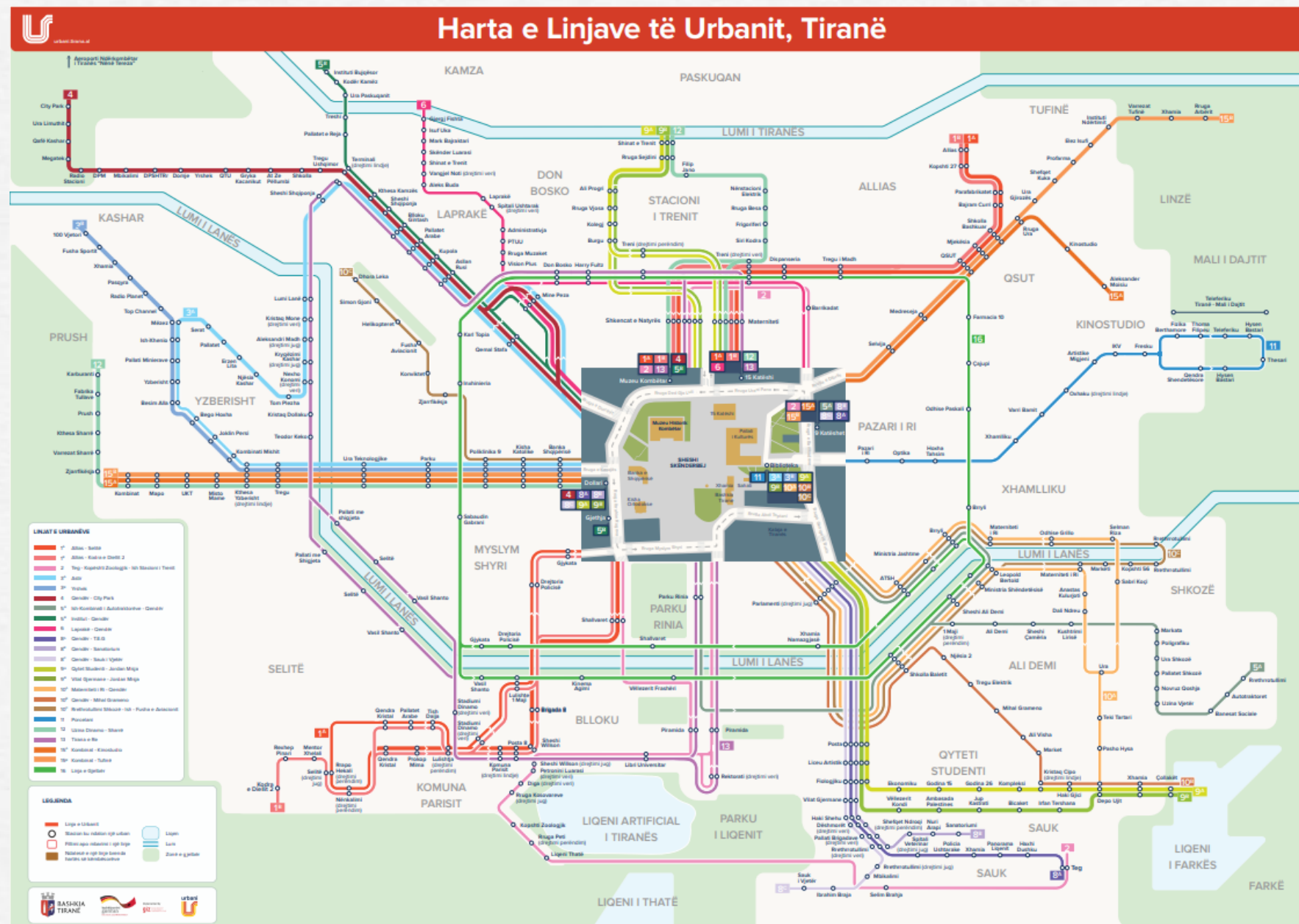
A feminist transport system is not necessarily about women or gender – **it's about human rights.**

ANUELA RISTANI



What's next?

New bus stops and passenger information being rolled-out!



More **dedicated bus lanes** and **new buses** for improved service quality and reliability.

What's next?

Second Cycling School in the making!



School Streets being rolled out in many more neighborhoods in Tirana!



Completed:

- 1. Gjon Buzuku
- 2. Edith Durham

Under Construction

- 3. Gustav Mayer
- 4. Naim Frasheri
- 5. Cerdhja nr. 17
- 6. Kopshti nr.26

Planned:

- 7. At Zef Pllumi
- 8. Mihal Grameno
- 9. Osman Myderizi
- 10. Avni Rustemi
- 11. Konferenca e Pezes
- 12. Shkolla e Kuqe
- 13. Niket Dardani
- 14. Fan Noli



Thank
you!

5 PRINCIPLES FOR WOMEN AND TRANSPORT

Women and men have different travel patterns

1 Study and understand women's mobility

- Collect sex-disaggregated data to understand female travel patterns
- Take into account informal transport, walking and cycling data in transport surveys
- Include specific questions on short, non-work-related trips and mobility of care in questionnaires
- Conduct gender impact assessments: view the city through the eyes of women by involving local women groups and organized civil society
- Ensure the engagement of women all along the planning and policy process including consultation, monitoring and evaluation

2 Develop inclusive mobility services

- Develop walking friendly street network with large sidewalks, sufficient crossings and street signals
- Consider female travel patterns for route planning and last-mile connectivity in public transport and shared mobility
- Make cycling attractive for women by providing safe infrastructure and promoting cultural acceptance
- Adapt fare integration in public transport system to enable trip chaining
- Ensure barrier free access to public transport without steps and with level boarding
- Provide clean toilets and nursing rooms in highly frequented public transport stations
- Design open public areas with visibility, lighting and CCTV camera system at stations
- Recognize sexual harassment and gender-based violence as criminal offences and develop reliable reporting mechanisms
- Train public transport staff to deal with sexual harassment situations

3 Ensure women's security in transport systems

- Evaluate the need for women and children-only services in public transport and ride-hailing services
- Provide information on public transport schedules to avoid long waiting time
- Roll-out «on demand bus stop» at night and early morning to reduce walking distances
- Ensure a greater and gender-mixed staff presence at stations and in vehicles
- Include security requirements in tendering documents and bonus/penalty clauses in contracts with operators

4 Empower women in the transport sector

- Develop a gender-responsive work culture and combat gender clichés in the transport sector
- Reduce entrance barriers to employment for women at all levels: drivers, planners, managers, entrepreneurs, decision-makers
- Recruit female drivers and mechanics and ensure their retention through good working conditions and appropriate facilities
- Adopt parity representation policies in participatory and decision-making bodies
- Highlight women leaders in the transport sector as role models

5 Create awareness and stimulate behavioral change

- Use campaigns and social media to encourage a «culture of zero tolerance» against harassment and misbehavior towards women
- Conduct educational programs at schools on gender roles and safe mobility
- Include gender and mobility in university curricula in transport planning and engineering
- Train government officials to integrate gender issues within mobility planning
- Partner with men to raise awareness
- Use gender-balanced public signage and employ gender-sensitive language
- Take the lead and ownership of gender-responsive actions in your surrounding!

Women Mobilize Women
 Transforming Mobility through Female Empowerment

On behalf of:
 Federal Ministry for Economic Cooperation and Development

Scan to download:



Bridging the gender data gap in mobility

6 PRINCIPLES

1 SENSITIZE
 to the importance of gender-sensitive data

- Demonstrate the importance and potential of gender-disaggregated data
- Clearly define what data disaggregation means
- Disaggregate by gender and socio-economic dimensions
- Highlight the risks of gender-blind interventions
- Sensitize for the need for context-specific data collection methods

2 COLLECT
 gender-disaggregated data

- Develop systematic, standardized and harmonized data collection and analysis methodologies
- Ensure periodic data collection with modernized and updated collection methods
- Ensure data collected is representative and inclusive of all vulnerable groups, as well as non-users
- Ensure adequate resources and funding are available for data collection and analysis
- Guarantee that the scope of data collected is supportive of objectives (qualitative and quantitative)

3 BUILD CAPACITY
 on gender data collection, analysis & monitoring

- Build capacity in transport ministries at national and local level
- Ensure knowledge transfer between national, regional, and city level
- Secure accessible and comprehensive capacity building offers

4 ENSURE WOMEN
 are at the table

- Improve gender balance at national and local levels in transport ministries and transport authorities
- Encourage and support female graduates in engineering, transport planning, and related topics
- Design projects and working conditions to accommodate caregivers e.g. by considering appropriate timing and locations for meetings

5 CHAMPION
 open-access data

- Establish viable partnerships
- Make data more accessible to those in the public domain
- Make data more accessible to those in the research / academic domain
- Ensure data privacy is considered

6 MAINSTREAM DATA
 into gender-responsive design

- Develop and standardize gender indicators for projects and interventions
- Ensure gender-sensitive data is collected from beginning to end
- Conduct gender assessments
- Introduce inclusive monitoring and evaluation standards

Statistics:

- In a 2020 study 93% of respondents found current data collection methods inadequate to make gender-inclusive transport decisions (FIA Foundation, 2020)
- In the EU, women account for 22% of the transport workforce. (European Commission, 2018)
- Sub Saharan Africa and South Asia have a noticeably high gender gap in mobile internet at 37% and 36% (GSMA, 2020)
- Women oversee 75% of unpaid care work - impacting their daily mobility (UN Women, 2020)

Implemented by:
 giz Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH
 tumi Transformative Urban Mobility Initiative
 Women Mobilize Women

Status November 2022. Contact:
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