

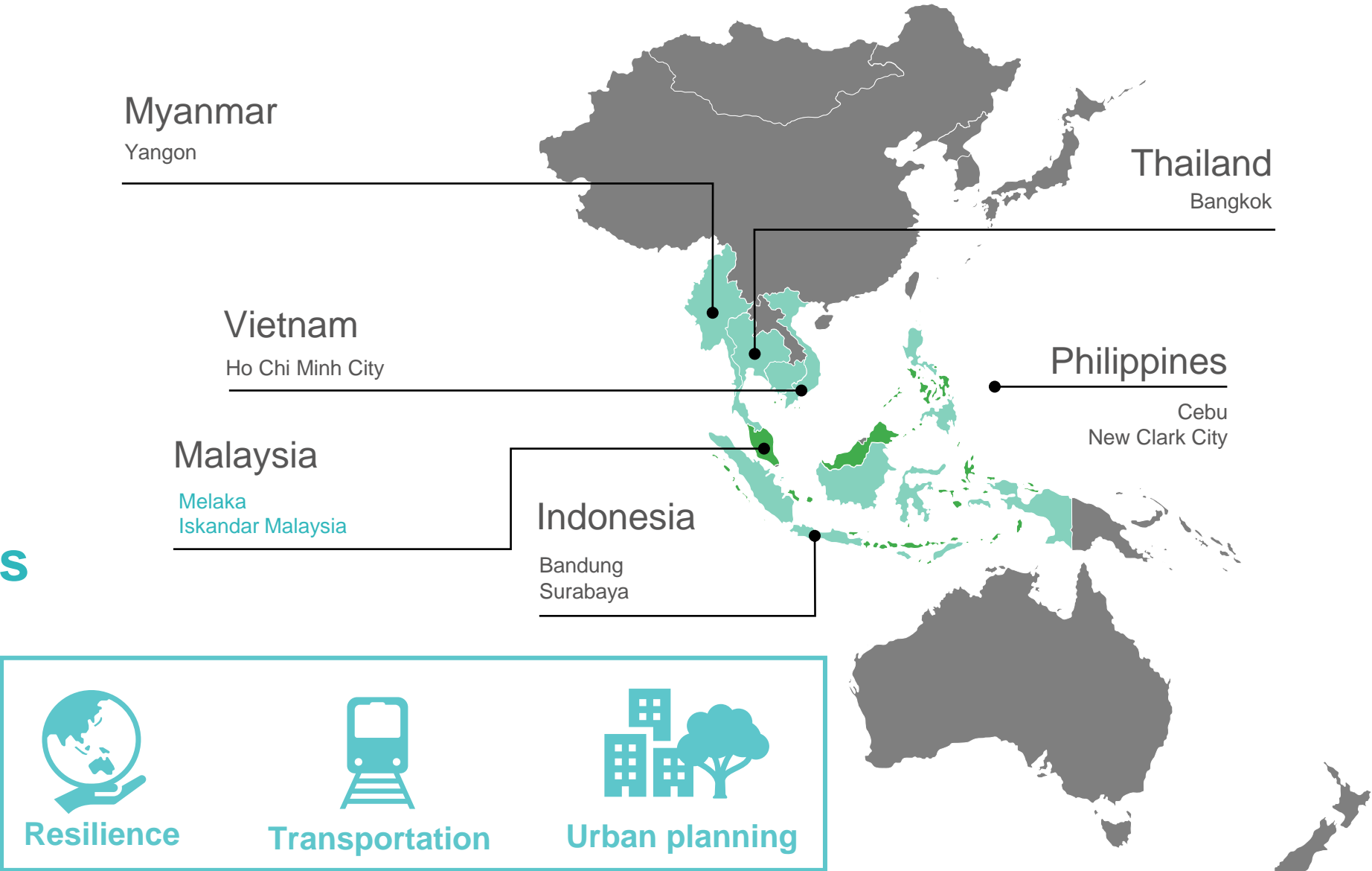
Global Future Cities Programme

Gender Equality and Social Inclusion (GESI)
Considerations in Urban and Transport Planning

8th April 2021
1.00pm – 2.00pm

Global Future Cities Programme

- 13 projects
- 9 cities
- 6 countries
- 3 years



Incorporating GESI (Gender Equality & Social Inclusion)

- Gender Equality and Social Inclusion GESI aspects are actively considered throughout the development of both interventions.
- Groups that have been identified as marginalized in Transport Planning and Design include:
 1. Women
 2. Children
 3. Youth
 4. The Elderly
 5. The Indigenous
 6. The Urban Poor
 7. The Rural Poor
 8. Persons with Disabilities
 9. Migrant Workers
- Established GESI Consultative Groups (GCG) in both cities.



Introduction to the Speakers



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Malaysia



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Malaysia

Global Future Cities Programme

Gender Equality and Social Inclusion (GESI)
Considerations in Urban and Transport Planning

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Agenda

1

Introduction to GESI Considerations in Urban and Transport Planning

2

Basic concepts and definitions
Who are the GESI groups in Malaysia?

3

How we have identified, engaged, monitored and communicated with GESI groups -
Examples of our GESI engagement work

4

Local Standards and Best Practice

5

Global Case Studies

6

Outcomes and Conclusion

7

Q&A

Learning Outcomes

By the end of this session, you should be able to:

1. Understand GESI needs and challenges with regards to mobility and transport.
2. Understand how gaps can be closed and how GESI considerations can be incorporated in urban and transport planning.
3. Have seen some examples of how this can be done on your projects.



Introduction – GESI Definitions and Concepts

SEX

- › The biological characteristics that define humans as female or male.

GENDER

- › Social, behavioural, cultural attributes and norms associated with being male or female. Gender is a social construct.

GENDER EQUALITY

- › Equal rights, responsibilities and opportunities for all genders.

SOCIAL INCLUSION

- › Ensuring that all individuals and groups, regardless of their identity, can take part in society. Where there is exclusion, organizations must work to improve the ability, opportunity and dignity of those most disadvantaged.



Who are the GESI
groups in
Malaysia?

Who are the GESI priority groups?

Those whose voices are not usually heard



Those whose voices matter, for they are primary transport users and consumers



Social Marginalisation Issues in Transport



Women

- Walking long distances with heavy shopping bags and children to access buses and trains.
- Uneven pavements.
- No sheltered bus stops.
- Crowded coaches.
- No space for bags and children.
- No reserved seating.
- No transport in rural areas.
- Washroom facilities in stations not baby friendly.



Persons with Disabilities

- Wheelchair bound- need ramps, lifts, larger washroom facilities.
- Level pavements and platforms to access buses and trains.
- Visual impairment- need large signboards, braille signposts, level platforms and assistance to travel.
- Reserved seating and fare concessions.

Social Marginalisation Issues in Transport



The Elderly

- Unsteady gait in crowded places. May need assistance.
- Reserved seating.
- Confused and unable to find right platforms and bus.
- Poor eyesight to find right way. Need fare concessions.



Indigenous Persons

- Walk long distances to access resources and income.
- No vehicles or transport.
- Deforestation makes it difficult to sustain livelihoods like collecting mushroom and caterpillar.
- Need alternative livelihoods.
- Transport will enable them to access other variable opportunities.

Social Marginalisation Issues in Transport



The B40

- Public transport is the main mobility option for those without private transport
- Access to public transport is critical to work, education, food and healthcare
- Affordable transport is important to those with limited money and needs onboard purchase.
- Reliable public transport services has a significant impact on their livelihoods
- Poor infrastructure (inadequate surveillance, lighting) means they are prone to being victims of crime while walking to/from or waiting at bus stops
- First and last mile experience to public transport is important for the whole household

How can we be inclusive?



- Identification of the GESI groups we wish to engage with.
- Consultation with the GESI Groups on relevant issues.
- Honest appraisal of what can be done and what is not possible.
- Discuss what will make the project a win- win situation.

Three concentric white arcs on a teal background, centered around the text.

Examples of our GESI engagement work

How do we engage with GESI groups?

This is part of the wider stakeholder engagement

1. Identify disadvantaged communities in a structured manner
2. Identify existing NGOs with access to these groups
3. Establish connections with these groups
4. Monitoring and evaluating engagement
5. Undertake surveys for evidence base
6. Provide feedback



How do we identify GESI groups?

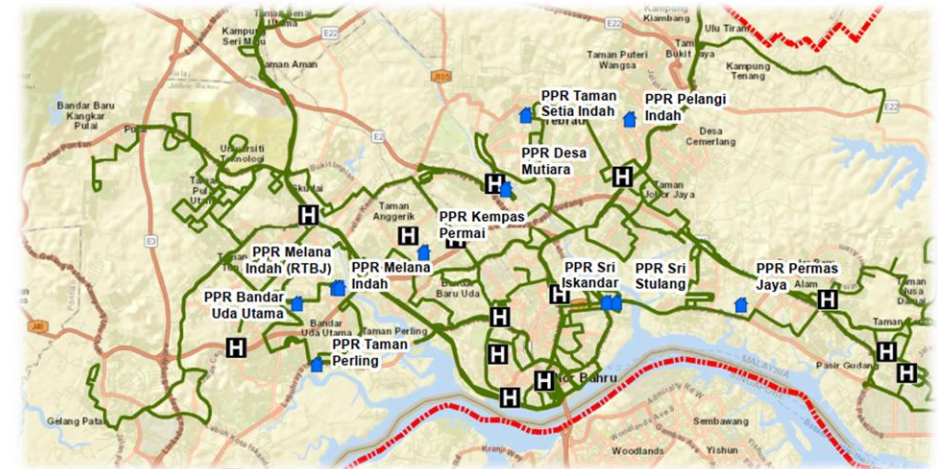
This is part of our wider stakeholder engagement

1. Identify disadvantaged communities in a structured manner

- Data led to provide an evidence base, such as
- DoSM
- JKM
- KPKT
- JAKOA

2. Identify existing NGOs with access to these communities

- Seek State and Majlis level advice
- Ensure they are active



PPR locations in Iskandar Malaysia and Melaka

Sample of GESI groups we have engaged

Some of the GESI groups engaged with on our Iskandar Malaysia project:

- Islamic Medical Association of Malaysia's Response and Relief Team (IMARET) Johor
- Iskandar Malaysia Social Hero Awards (IMSHA)
- Southern Vengers
- Iskandar Malaysia Youth Council (IMYC)
- Johor Women League (JEWEL)
- Johor Trucks 4x4
- Kelab Alami
- Kolektivis
- Persatuan Bulan Sabit Merah
- Persatuan Cerebral Palsy Johor
- Persatuan Sokongan Orang Kurang Upaya
- Yayasan Kebajikan Suria Permas
- General NGO & NGIs



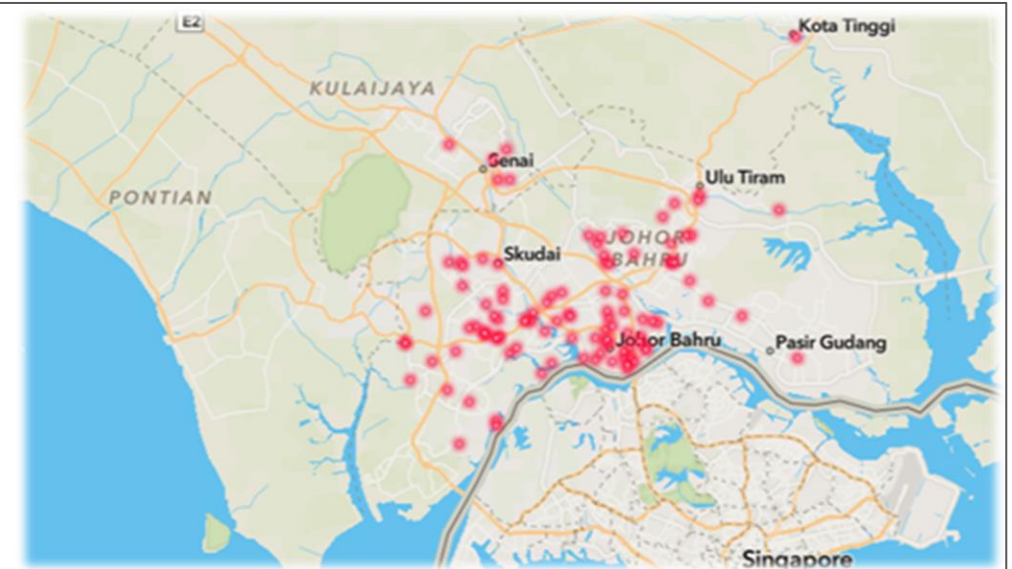
How do we establish and monitor communications?

3. Establish connections with these groups

- Create and maintain a register
- Use GIS apps to log visits
- On-ground community engagement at PPR, Orang Asli, PwD communities
- WhatsApp group with GCG

4. Monitor and evaluate

- Communication with GESI groups (via GCG) are tracked and updated in the tracker.
- Periodic Focus Groups on GESI to understand their needs & challenges




Location type	Number
PPR and other low-cost housing	24
Public transportation hubs	11
Orang Asli community	2
PwD / Homeless community	2
Shopping malls	11
Industrial areas	3
Government/authorities	5
Schools	2
Petrol stations	4
Wet markets	5
Parks	3
Other	20

Monitoring / Tracking

Communication with GESI groups (via GCG) are tracked and updated regularly in the Communications Tracker.

A snapshot of the document:

 GLOBAL FUTURE CITIES PROGRAMME COMMUNICATIONS TRACKER										
Progress C Complete O Ongoing P Planned										
Progress	Month	Date	Frequency	Category	Channel	Item	Description / Milestone	Remarks	Target	
C	Oct-20	16-Oct-20	Ad-hoc	IM	LinkedIn post	Posting	GESI Consultative Group Inaugural Meeting		GCG	
C	Nov-20	2-Nov-20	Ad-hoc	IM	Newsletter	Article	Inaugural Meeting of Gender Equality and Social Inclusion (GESI) Consultative Group		GCG	
C	Nov-20	26-Nov-20	Ad-hoc	IM	LinkedIn post	Posting	GESI Consultative Group Induction Briefing		GCG	
C	Dec-20	1-Dec-20	Monthly	IM	Newsletter	Article	Establishment on GCG Marks Milestone for GFCEP Iskandar Malaysia		GCG	
C	Dec-20	31-Dec-20	Seasonal	IM	WhatsApp message	Image	Holiday: New Year's Message	Sent to GCG	GCG	
C	Jan-21	21-Jan-21	Ad-hoc	IM	WhatsApp message	Poster & link	Engagement Survey and poster	Sent to team / family and friends to forward / Sent to GCG and to PM follow ups	GCG	
C	Jan-21	21-Jan-21	Ad-hoc	IM	WhatsApp message	Poster & link	Engagement Survey	GESI Consultative Group	GCG	
C	Mar-21	3-Mar-21	Periodic	IM	Focus Group	Virtual FGD	How to improve engagement with GESI		GCG	
C	Mar-21	4-Mar-21	Periodic	IM	Focus Group	Virtual FGD	How to improve engagement with GESI		GCG	
C	Mar-21	5-Mar-21	Periodic	IM	Focus Group	Virtual FGD	How to improve engagement with GESI		GCG	
P	May-21	27-May-21	Periodic	IM	Focus Group	Physical FGD	SIMMS Pilot Project demo, Citizens Feedback Portal, PerjalananKu, information exchange		GCG	
P	Jul-21	29-Jul-21	Periodic	IM	Focus Group	Physical FGD	Communicating SIMMS to community, accessibility issues, how to encourage use of public transport, mobility needs		GCG	
P	Oct-21	28-Oct-21	Periodic	IM	Focus Group	Physical FGD	Reflections on GESI activities, improvement suggestions, lessons learnt		GCG	

How do we do surveys with GESI groups?

5. Undertake surveys for evidence base

- Limitations of Smartphone and IT access
- Understand their current habits and needs
- Current access to vehicles/ public transport
- Current mode of access to key services, education, markets, health care

6. Provide feedback to users

- Share outcomes and patterns
- Test what we have learnt
- How we will use the data

9. Main mode of transportation*
(You may choose more than 1 answer)

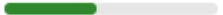
<input checked="" type="checkbox"/> Car	<input type="checkbox"/> Motorcycle	<input type="checkbox"/> Bus
<input type="checkbox"/> Rail	<input type="checkbox"/> Taxi / E-hailing	<input type="checkbox"/> On foot
<input type="checkbox"/> Bicycle	<input type="checkbox"/> E-scooter	

10. What is the purpose of your travel?*

<input type="radio"/> For business (trips during work time)	<input type="radio"/> To go to work	<input type="radio"/> To go to college/university
<input type="radio"/> To send children to school / tuition	<input type="radio"/> To go to child services	<input type="radio"/> For leisure activities and social events
<input type="radio"/> To medical facilities	<input type="radio"/> To the shop/mall	
<input type="radio"/> Other		

11. Daily cost of travel*

<input type="radio"/> <RM 5	<input type="radio"/> RM5 - RM10	<input type="radio"/> RM11 - RM 20
<input type="radio"/> RM21 - RM30	<input type="radio"/> RM31 - RM50	<input type="radio"/> >RM50

 Page 3 of 7

Local standards and best practice

The Malaysian Standards and accessible design



- MS Standard 1184:2002
Code of Practice on Access for Disabled Persons to Public Buildings
- MS 1183: 1990
Code of Practice for Means of Escape for Disabled Persons
- MS 1331:2003
Code of Practice for Access for Disabled Persons Outside Buildings
Not included in the Amended Building By-Laws but required to obtain planning permission stated in the Development Order (DO) requirement.



Local best practices to address inequalities in transport mobility and access



- Baby changing rooms in stations and buildings.
- Bus shelters with roof for protection from sun and rain.
- CCTV in stations with adequate lighting for security.
- Special seating in trains for the elderly, pregnant women and PwD.
- Special parking for PwD and pregnant women.
- Free buses in the cities.

- Clear large direction signage in stations.
- Buses with low pavement level boarding facility.
- Level platforms for wheelchairs to board trains.
- Dedicated large toilets to accommodate wheelchairs in stations and buildings.
- Ramps for wheelchairs to access building.
- Lifts to enable wheelchairs, the elderly, pregnant women to access higher levels of platforms.



Dimensions of GESI-sensitive transport delivery

Inclusive design



Transport connectivity



Local opportunities



Community and stakeholder engagement





Global case studies

Case Study 1 - Gender and diversity in smart mobility: European Commission

Opportunity

TInnGO was a 3 year research project funded by the HORIZON 2020 Programme of the EU, aiming to create a framework and mechanisms for gender and diversity sensitive smart mobility.

Solution

Creation of a **pan European observatory** to provide data collection, analysis and dissemination of gender mainstreaming tools and open innovation. To be a reference portal, innovation and collaboration platform. Information populated by **10 national hubs and laboratories** across 10 countries. An **Open Data Repository**.

Outcome

Greater education and employment opportunities created.
Gender-sensitive datasets for better analytics on women's mobility.
Transformations in mobility policy and practice to promote integrated planning, equality in consultation / decision making.



Project

H2020 TInnGO
(Transport
Innovation Gender
Observatory)

Location

Europe-wide

Sector

Transportation,
Smart Mobility



TInnGO project

A sustainable game changer
in European transport



Accessibility



Inclusion



Empowerment



Resilience



Wellbeing

Case Study 2 - Cleaner, greener accessible bus network: London, UK

Opportunity

Transport for London looked at how new technology could help to improve customer journeys and reduce the impact of public transport on the environment.

Solution

Ensured its fleet of around 9000 buses met Euro 6 emission standards. 400 of these buses achieved zero emissions – mix of hydrogen and electric buses. Low emission bus zones in the worst air quality hotspots in London. Electric buses fitted with information screens and USB phone charging points – in response to consultations with local passenger groups on their travel requirements.

Outcome

The environmentally friendly bus fleet and low emission zones contributed to improvement in air quality much quieter, lower vibration levels and improved customer experience. Also, technological solutions employed to greatly improve the journey for passengers.



Project

Transport for London (TfL) bus improvement

Location

London, UK

Sector

Climate Resilience, Transportation, Smart Mobility.





Learning outcomes

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Additional Resources

1. The 11th Malaysia Plan: <https://www.intanbk.intan.my/iportal/en/rmk11>
2. UNCT-SWAP Gender Equality Scorecard: <https://unsdg.un.org/resources/unct-swap-gender-equality-scorecard>
3. UN System-wide Action Plan on Gender Equality and the Empowerment of Women: <https://unsdg.un.org/resources/un-system-wide-action-plan-gender-equality-and-empowerment-women>
4. UNCT Gender Equality Marker Guidance Note: <https://unsdg.un.org/resources/unct-gender-equality-marker-guidance-note>