

## Gender screening of urban actions for mitigation

Portfolio of mitigation policies and measures	Checklist for [city]	Comments and further explanations			Prioritisation of policies, programmes and measures in regard to their gender relevance				
Policies and measures	Please answer with yes or no	Mitigation effectiveness	General economic, environmental and social co- and benefits or adverse impacts	Potential co- benefits for gender relations	improving access to mobility or energy	beneficial for health, body, safety	easing care activities	enhancing decision making power	potential for cost/time savings
<b>Sector: Buildings, settlements and urban planning: Reducing transport needs</b>									
Is there a policy in place to work towards a dense city, i.e. limiting urban sprawl?		It is difficult to provide adequate public transport in low-density cities. Thus, people either drive cars, or face mobility constraints if they can't afford a vehicle. Denser cities, on the other hand, reduce trip lengths and can be more easily served with public transport. GHG reductions can be considerable in the long term.	Measures reduce trip lengths, thereby saving time, fuel costs and reducing pollution. In denser cities, infrastructure for water, electricity and waste are less costly, and can be more easily expanded to serve additional settlements.	Better and more equitable access to place of work. For care-givers in particular, better access to public and community services such as shops, markets, schools, health care, can result in time savings, etc. Safety can also be improved more easily in denser areas.	+	+	+	+	+
Is there a policy in place to promote a polycentric city, rather than zoning with segregate use, e.g. mixed areas with residential areas and services for daily requirements?		Availability of jobs and services nearby the home can reduce the need for transportation, thereby reducing emissions.	Same as above	Same as above	+	+	+		+
Is there a policy in place for a transit-oriented development, e.g. along major public transport routes?		Developing the city along existing or planned major public transportation routes can help shift transport modes from private car to public transport, thereby reducing GHG emissions. As with the other urban planning options, the effect can be substantial, but only in the long term.	If car owners use public transport, they can save time and fuel, reduce congestion and reduce air pollution. Those who do not have a car have improved mobility options.	As women are less likely to own a car than men, access to public transport is particular beneficial for them.	+				+
Is the urban government planning for eco-districts?		Planning for model urban quarters with a comprehensive sustainability approach including energy, mobility, waste, etc. The mitigation effect depends on the size of the district.	Dwellings in such districts are often only affordable for the wealthy. Yet, other areas could also be converted into eco-districts.	Moving away from the male-dominated and -oriented type of settlements and urban structures may benefit women and children in many ways.	+		+		

Sector: Buildings, settlements and urban planning: Reducing energy need of buildings									
<p><b>Is there a policy aiming at energetic upgrading of dwellings?</b></p>		<p>Upgrading dwellings has a high mitigation potential, but requires substantial efforts by cities. Involves better insulation, and more efficient heating and cooling systems including better control.</p>	<p>Support for upgrading is particularly important for poor people, who have limited capacities to make improvements themselves but could benefit financially from energy savings. Climate proofing of building can have a double benefit: Reducing fuel or electricity for heating, and cooling (incl cost savings), and adaptation, e.g. better protection during heat waves.</p>	<p>Can be particularly important for women who spend more time at home or run a home-based business.</p>		+	+		
<p><b>Are there performance standatds for buildings in place or other measures to promote better energy performance of new dwellings?</b></p>		<p>In some countries, cities can introduce performance standards for buildings, or they can introduce various measures to promote more efficient buildings.</p>	<p>Usually combined with better comfort in these buildings. Yet, social effects are largely depending of the specific measures.</p>	<p>Can be very beneficial for women, depending of features of the policies and measures.</p>		+	+		

Sector: Mobility, transport and transport infrastructure: Improve public transport								
Is there a policy in place to promote better services, including transit times, accessibility, tariff systems, safety of bus stops etc?		This is not a mitigation measure in itself, but a supporting measure to increase attractiveness of public transport.	Improved usability of public transport	High potential benefits, as well. Services need to include improving safety.	+	+	+	+
Is there a policy in place for expansion and better interlinkages of public transport network?		High mitigation effects, in particular if accompanied by policies to reduce and restrict car use, in order to achieve a modal shift from motorised individual vehicles to public transport.	Cleaner air, job creation, time saving, improved access	Has a potential for substantial benefits for gender equality, through improved mobility, access to jobs and services, and counteracting social exclusion. Yet, the layout of public transport routes should meet the needs of the poor and of care givers.	+		+	
Sector: Mobility, transport and transport infrastructure: Promote non-motorised transport								
Is there a policy for redistribution of urban space towards pedestrian areas and bike lanes in place?		The mitigation effect of these measures is indirect: Better walkability and bikability can encourage people to reduce car use.	Less air pollution and noise. Can have an large effect on the liveability of cities, leading to virtuous cycle further encouraging non-motorised transport, and, moreover, benefits those who cannot afford a vehicle.	As women walk more than men, all these measures are particularly beneficial for women, and for less wealthy people who don't own cars or motorbikes	+	+	+	
Is the city investing in better and safer walkways and bikeways?		see above	see above	see above	+	+		

Sector: Mobility, transport and transport infrastructure: Reduce GHG emissions from cars									
Is there a policy aiming at reducing car use in place, such as travel demand management?		This can include temporary regulations, such as alternate-day travel schemes, which are not a real solution. It can also involve permanent regulations such as congestion charges which can have a substantial mitigation effect, or restricting cars in certain areas.	These measures are, in most cases, associated with a reduction of air pollution, noise, and road accidents.	Particularly beneficial for non-motorised transport users, e.g. women who are less likely to own a car. Yet, some women might be depending on a car because of safety issues and care responsibilities. Therefore, these measures must go hand in hand with improvement of public transport services and of the safety in urban areas.	+	+	+		
Is car sharing and car-pooling promoted?		These options reduce car ownership, and to a certain degree also the use of cars. Mitigation effect is low, though.	Small contribution to clean air. Less use of urban space (car parking). Can offer mobility opportunities for people who cannot afford or do not want to own a car.		+				
Sector: Energy supply and demand: Low-carbon energy in public facilities									
Is there an energy management plan for public facilities in place?		The mitigation effect of these measures is limited, as the share of the energy consumption in public facilities is usually small compared to the private sector. Yet, the city can play a model role.	Cost savings for the public sector, institutional change towards better management.		+				
Is there a policy to introduce energy efficient street lighting?		See above	See above	Safety issues need to be considered	+	+			

Sector: Energy supply and demand: Promotion of energy efficiency and saving									
Is there a policy in place to promote energy saving behaviour?		Campaigns addressing people with energy intensive lifestyles can result in GHG reductions		Wealthy households often have a very high electricity consumption, e.g. due to air conditioning and numerous other devices. Better control of air conditioning and campaigns to keep indoor temperatures at no lower than 26 degrees Celsius can save a lot of electricity and accommodate women whose comfort temperature is on average higher than men's.		+		+	+
Does the city provide advice or incentives for purchase of more energy efficient households appliances?		As there are very different household appliances on the market when it comes to energy efficiency. A substantial savings potential can be tapped if cities provide information and advice or incentives to purchase more efficient devices, e.g. refrigerators.	Less wealthy households can also save costs if they are targeted with campaigns or incentives.	Particularly important for caregivers who make more use of household devices.				+	+
Sector: Energy supply and demand: Low carbon energy supply									
Is the usage of small scale renewables in commercial and residential areas promoted?		To increase clean energy access and contribute to low carbon development, technologies like solar water heating, solar lighting, biogas for cooking, or improved cook stoves can be implemented at the household or community level as cleaner, healthier and more efficient alternatives. However, it does not necessarily lead to significant GHG emissions reductions.	If traditional fuels are replaced, renewables will lead to reduced outdoor and indoor pollution.	Even in cities, many women lack access to modern energy services and have to rely on traditional biomass such as fuelwood charcoal for cooking, either permanently or temporarily during electricity shortages. Improving access to energy is essential for them. Small scale renewables, if implemented properly, can be a cost-effective solution. Moreover, they offer opportunities for income generation, for example if women are trained to maintain solar systems.				+	
Is switching to lower carbon fuels, e.g. from coal to natural gas, promoted?		Switching to fossil fuels with lower carbon content, e.g. LPG, can be beneficial for mitigation, and for the flexibility of the power sector. An incremental improvement if renewables are not an option.		If improved access to energy is secured, can result in co-benefits.		+			

Sector: Climate-friendly consumption and waste management									
Does the city promote sustainable consumption, e.g. use of recycled paper, long-lasting products, organic food, and products with a sustainability label?		Cities can promote climate-friendly consumption. In most cases, these products cause less GHG emissions.	Sustainable products often cost more, and are thus likely to be not affordable for the less wealthy. Smaller scale activities, such as food co-ops and upcycling workshops might be more accessible for poorer communities.	It can be difficult to decide whether a product is really sustainable, in particular given the numerous standards and regulations. Thus, sustainable consumption puts the burden on consumers - often women who do the shopping for the household. Moreover, with their lower income, it may be more difficult for women to afford these options if cost is not addressed.	+	+	+	+	
Does the city promote waste minimisation through avoiding waste, re-use and recycling, or through introduction of regulations to ban certain types of packaging?		Cities do not have a direct influence on certain waste-generating practices, such as excessive packaging of commercial goods. Yet, they can promote avoiding e.g. plastic cups and bags.	Reduction of waste disposal leads to more free space in urban areas.	Can lead to additional household work for caregivers, unless separation and recycling services are close to dwellings and easily accessible.			+		
Is there a waste management policy in place?		Can involve many different measures, such as reduction of waste and proper management, including separation of waste in the industry, commercial and private sectors	Improved cleanliness of urban areas, reduced smell, less uncontrolled dumping of waste.	In many cities, poor women are involved in waste management and recycling. If waste management is professionalised without taking this into consideration, they will lose their income. Measures targeting households can lead to additional work for caregivers, unless separation and recycling services are close to dwellings and easily accessible.				+	-