

Barriers to women's mobility. Case of Rabat , Morocco

Barreras para la movilidad de las mujeres. El caso de Rabat, Marruecos

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Abstract

Morocco is one of the developing countries that suffer from gender mobility and transport issues. In several Moroccan cities, women have many limitations in terms of transport accessibility, safety and mobility patterns in general. The factors remain diverse, from Moroccan culture to the multiple responsibilities that women shoulder as employees, mothers, homemakers, etc. In this sense, this paper focuses on the topic of barriers to women's mobility in the city of Rabat (capital of Morocco), a reasonably representative city with a variety of means of transport which will allow to better understand the factors that influence women's mobility and the problems they face in their daily life. The article also contains some recommendations for solving this growing problem and integrating a new planning approach that takes gender into consideration.

Keywords

Transportation, women, gender, mobility, Morocco, Rabat

Resumen

Marruecos es uno de los países en desarrollo que sufre problemas de movilidad y transporte en cuanto a género se refiere. En varias ciudades marroquíes, las mujeres tienen muchas limitaciones en términos de accesibilidad al transporte, patrones de seguridad y movilidad en general. Los factores siguen siendo diversos, desde la cultura marroquí hasta las múltiples responsabilidades que las mujeres asumen como empleadas, madres, amas de casa, etc. En este sentido, este documento se centra en el tema de las barreras para la movilidad de las mujeres en la ciudad de Rabat (capital de Marruecos), una ciudad razonablemente representativa con una variedad de medios de transporte que permitirá comprender mejor los factores que influyen en la movilidad de las mujeres y los problemas que enfrentan en su vida diaria. El artículo también contiene algunas recomendaciones para resolver este problema creciente e integrar un nuevo enfoque de planificación que tenga en cuenta el género.

Palabras clave

Transporte, mujer, género, movilidad, Marruecos, Rabat

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1. Introduction

Nobody can deny that the gender dimension of mobility patterns is becoming more and more a topical issue in transport planning and that several strategies to improve transport policy and put an end to the problems that women face during their travels have been put in place. However, the superficiality of the studies carried out evoke a particular difficulty in implementing new transport planning that takes into consideration gender differences.

Up to now, women's mobility is framed by cultural norms and safety concerns to a great extent. These limitations can be considered as a form of discrimination and the difficulties encountered by women, even if they do not necessarily have a traumatic effect on them, except in extreme cases, do cause, in most of the time, effects on the long term. These problems are reflected in several parameters, including the nature of the mode of transport chosen, the distance they travel and mobility patterns in general.

Indeed, gender differences in travel patterns are strictly related to the division of roles in the labour market and the family, age, location and transportation environments. Women's mobility in daily life differs from that of men; While men typically have well-directed and to one place travels, women are more likely to stop more frequently and have shorter distances travels. The various responsibilities that they shoulder from studies, labour commitments, to looking for the household, children and siblings imply different tasks and schedules and make them have more complicated mobility patterns. Furthermore, it appears that many women avoid or use less and only during day-time specific transit routes and transport modes because of security concerns believing that they can be a subject to aggressive pressure or intimidation.

More light is shed on the topic more it is discovered that gender gap is a significant factor to take into account in the transport policy process from design and implementation to the evaluation to reduce women mobility challenges and promote equity between men and women.

In this sense, this work focuses on the mobility of women in the city of Rabat (capital of Morocco). The choice of this city as a case study was not accidental; Being myself from Morocco and having done all my university studies in Rabat, I experimented more closely the difficulties that a woman can face in each and all of her displacements. Therefore, to better understand the real situation and the challenges of women's mobility in the city of Rabat, this work will be directed towards a more in-depth study and analysis of the factors that influence women's mobility and the problems that can be faced taking into consideration the Moroccan culture which is embedded in the mentality of the Rabatis (Inhabitants of Rabat).

To get a better grasp of women's mobility in Rabat, a distinctive glance is going to be focused on women's responsibilities according to the Moroccan society because a little further back, women had more reduced roles. Yet, with all the changes that the society has known and the daily necessities that life impose and which are increasing more and more, women today find themselves responsible for several tasks inside and outside of the house and forced to manage their time and effort to do everything during one day without being equal with men in terms of transport and mobility.

Aim and objectives

The main objective of this work is to shed light on a very discussed issue in Morocco, which is gender differences in mobility. In this context, the study aims to give an idea on the situation of Moroccan women in terms of mobility and more specifically those who live in Rabat. The investigation also pretends to conduct an in-depth study based on interviews with the people concerned in order to get a better grasp of one of the challenges that the country and the city suffer from.

The specific goals of the study are to:

- Investigate and identify a list of factors that have a direct or indirect impact on women's mobility patterns.
- Determine the problems that women face during their travels and displacements in the city of Rabat.
- Elaborate a descriptive basis of the current situation of women's mobility in the city.
- Propose a series of recommendations for reducing women's inequity in term of mobility and achieving greater safety in transit settings.

Research questions

The research questions that this work will be trying to answer in order to achieve the objectives mentioned above are as follows:

- What are the factors that influence women's mobility in Rabat, and what are the problems that women face in their travels?
- Is the decision-making process of mobility policies affected by gender bias?

Hypothesis

The hypothesis that the study will be discussing are:

- Mobility policies are not responsive to the gender differences in attitudes, beliefs, behaviours and needs related to transportation;
- Women's mobility patterns are mainly affected by the division of roles in the labour market and in the family, the availability and accessibility of transport, especially for women accompanied by children or disabled persons, safety concerns and finally religion, culture and Moroccan morality.

2. Methodology

The methodology that will be applied by this work has been chosen in order to gather information and deduce conclusions about the mobility of women in Rabat, the capital of Morocco.

The universe of the study:

This study will be limited to the city of Rabat, the political and administrative capital of Morocco, the country's seventh largest city and the capital of the region Rabat-Salé-Kénitra. It is located at the edge of the Atlantic Ocean and at the mouth of the river Bou Regreg. (On the other shore of the river lies salé, the city's main commuter town). The city has an urban population of approximately 580,000 (50% are women), and a metropolitan population is of over 1,2 million according to the results of the 2014 RGPH- HAUT commissariat au Plan.

The main reasons that justify the choice of this city are as follows:

- The fact that I know the city very well which can facilitate the analysis and fieldwork;
- Rabat is a city that has more means of transport (Tramway with two lines, bus, big taxis/white taxis ...) Compared other Moroccan cities and its size (11.850 ha = 118,5 km²) impose more types of mobility using different means of transport;
- Rabat is a reasonably modern city that allows more mobility for. women.

Targeted Population:

During the research, the targeted population will be a group of people from the city with different profiles to get a global view of the mobility of women in Rabat. The choice of profiles was based on the relevance and the contribution that they can have for the study. The main aspects that were taken into consideration were: age, family situation, social class, having children, employment status.

The following table presents the final profiles that have been retained:

Studies / work Age	University	Work		Without work	
Young (- 30 years)	<div style="display: flex; justify-content: space-around;"> <div style="background-color: #f08080; padding: 2px;">+</div> <div style="background-color: #0070c0; padding: 2px;">=</div> </div>		<div style="display: flex; justify-content: space-around;"> <div style="background-color: #f08080; padding: 2px;">=</div> <div style="background-color: #0070c0; padding: 2px;">+</div> </div>		<div style="background-color: #f08080; padding: 2px;">-</div>
(30 years - 60 years)		<div style="display: flex; justify-content: space-around;"> <div style="background-color: #f08080; padding: 2px;">+</div> <div style="background-color: #f08080; padding: 2px;">=</div> <div style="background-color: #f08080; padding: 2px;">-</div> </div>	<div style="display: flex; justify-content: space-around;"> <div style="background-color: #f08080; padding: 2px;">+</div> <div style="background-color: #f08080; padding: 2px;">=</div> <div style="background-color: #f08080; padding: 2px;">-</div> </div>	<div style="display: flex; justify-content: space-around;"> <div style="background-color: #0070c0; padding: 2px;">=</div> <div style="background-color: #0070c0; padding: 2px;">=</div> <div style="background-color: #0070c0; padding: 2px;">-</div> </div>	<div style="display: flex; justify-content: space-around;"> <div style="background-color: #f08080; padding: 2px;">+</div> <div style="background-color: #f08080; padding: 2px;">=</div> <div style="background-color: #f08080; padding: 2px;">-</div> </div>
Old (+60 years)			<div style="display: flex; justify-content: space-around;"> <div style="background-color: #f08080; padding: 2px;">+</div> <div style="background-color: #f08080; padding: 2px;">=</div> </div>		<div style="display: flex; justify-content: space-around;"> <div style="background-color: #f08080; padding: 2px;">+</div> <div style="background-color: #f08080; padding: 2px;">=</div> </div>

Table 1. Profiles of the population targeted
Source: Own elaboration.

- Working women (30-60 years) from lower, upper and middle class;
- Working women (30-60 years) from middle, lower, upper class who have children;
- Working men (30-60 years) from middle class;
- Working men (30-60 years) from lower and middle class who have children;
- Non-working women (30-60 years) from upper and middle class who have children;
- Non-working women (-30 years) from lower class;
- Non-working women (+60 years) from upper and middle class who have children;
- Young student (female) from lower, upper, and middle class;
- Young student (male) from middle class;
- Working women (-30 years) from middle class;
- Working men (-30 years) from middle and upper class;
- Working men (+60 years) from upper and middle class who have children.

Another criterion for the choice of this group was the area where they live in the city (neighborhood), in order to link the different behaviors to the geographical context and thus to realize a spatial analysis and better understand the impacts of the urban planning and transport system on the difference of sex according to the reason of the travel.

Tools of Data collection:

The methodology that will be adopted to carry out this research is of a qualitative nature based on individual interviews with the group, which was previously detailed. These interviews could be either informal or formal depending on the person interviewed and are open with a structure marked by a specific guidance.

The qualitative interviews will normally take between 30 and 40 minutes to allow the targeted population to talk about their experience in terms of transportation and mobility.

The set of guiding questions will be about:

- Age and educational level;
- Marital status;
- Children;
- Family responsibilities;
- Employment;
- Financial resources;
- Place of residence;
- Travels motivations;
- Accessibility to private / public transport;
- Activities during a Labor Day / the week end;
- Security and risk perception.

Data analysis:

The data will be compared and analyzed putting into practice all the theoretical and conceptual information collected and learned about the topic of this research in order to extract a set of results and conclusions that will allow to propose recommendations to improve women's situation in terms of transport and mobility.

- Old working women from upper and lower class;
- Old working men from lower class;
- Old non-working men from middle and lower class;
- Old non-working men from middle class.

Gender and mobility in Morocco

Though there has been a significant improvement of women's right to freedom in Moroccan's, gender equality is not entirely achieved in the country.

Many issues affect gendered daily mobility in Morocco (Ennaji, 2016). According to Uteng (2012), a set of complex hierarchies guides the regular movement of women in developing countries. While many programs and policies have tried to incorporate gendered issues affecting the mobility of women, "a lack of understanding of the contextual realities and a dilution in the process of transforming goals to implementable projects" was the primary reason for their failure (Uteng, 2011). Therefore, despite the multiples changes that have improved women's situation, transportation barriers remain present due to multiple factors.

First, the social and cultural norms imposed by traditional thinking are still preventing women from free mobility. The conventional and religious influences are still affecting the role of women in

the Moroccan society (Cobano - Delgado et al., 2019), which immediately affects their mobility within the cities.

Also, women tend to spend less time in travel due to their activities related to household responsibilities, which is unequally distributed between men and women (Golob and McNally, 1997). This discrimination changes women's mobility behavior and reduces the effective implementation of change policies. However, in a society that condemns women to be a 'virtuous woman' or 'respect- full girl,' cultural struggles place women under the influence of gender norms, which hinders their right to free mobility (Silvey, 2000).

Second, several transportation-related problems in Morocco are caused by cultural issues and gender differences. Being a woman in Morocco involves thinking about many mobility limitations before deciding which mode of transport to use. According to Ennaji (2016), women are facing various kinds of oppression daily because of their gender (ibid). Their right to free movement is therefore threatened by individuals that molest them or judge them for their appearance. Thus, breaking through existing gender barriers in Morocco is still a significant issue that prevents women from free mobility.

The lack of an effective urban transportation model affects women's mobility in Morocco and enhances the issues related to gender, including a direct impact on their safety. Different modes of transportation, including Taxi and Bus, are underdeveloped due to the absence of effective planning. Also, the user's safety is not guaranteed due to the lack of specific security and police services that control their use.

Women tend to prefer taxi mode due to its effectiveness related to time-saving, comfort, and safety still, Moroccan taxis do not provide this privilege due to different and illegal rules applied in the country. A taxi driver can pick up many clients at the same time if they are going in the same direction. Also, due to traffic in some areas, taxi drivers may refuse to pick a client to avoid any disappointment or distress. Consequently, walking longer distances, or taking uncontrolled modes of transport would undeniably affect women mobility.

Tramway has been realized in the cities of Rabat and Casablanca and connects essential parts of both cities with a growing network. However, walking to the stations remains challenging for women due to safety issues discussed above, especially in the critical areas of the cities. Consequently, the choice of transport modes remains limited for women in Morocco in spite of the effort put into developing them.

In spite of many efforts put into moving the country towards modernization and democratization, it is clear that gender differences affect women's mobility in Morocco. Hence, women need to be the center of further investigation in order to allow more accurate inferences to be drawn from the research.

Study site

The city of Rabat is the political and administrative capital of Morocco, the country's seventh largest city and the capital of the region Rabat-salé-Kénitra. It is located on the Atlantic Ocean at the mouth of the river Bou Regreg.

The growth of Rabat's population was stimulated throughout the twentieth century by the demo-

graphic growth of the country and the very high migration rate. As the political and administrative capital of Morocco, Rabat received the majority of the migratory flow from 1912 until the independence of the country. After 1956, population growth increased thanks to the intellectual elite who started to live in the capital. Nowadays, Rabat's population growth is going down. The city records a drop-in fertility, a real transformation of family behavior and an accentuated demographic aging.

The population of the Rabat has different characteristics compared to other cities in the conurbation and the rest of country: fewer children, more elderly people; more educated residents. The age pyramid shown in the graphic below draws the outline of a young population but which, compared to other cities in Morocco, has fewer children and young people (31.8% of young people under 20 years) and more elderly people (9.5% of the population are over 60 years).

The majority of the population of Rabat has a higher standard of living and is more educated than the rest of the conurbation, yet strong territorial disparities within the capital can be observed. Each and every district has its own demographic and sociological specificity. The table below summarizes the main characteristics of the inhabitants of five representative districts of the city of Rabat.

Nowadays, Morocco, like the majority of Arab countries, has a female employment rate well below that recorded in developed countries.

In 2012, out of a labor force of 10.5 million, Morocco accounted for 2.74 million women, a female employment rate of 26.1%. The female employment rate, on the other hand, accounts for only about a quarter of the female population aged 15 and over. As for the activity rate, this rate is still well below that of men (about 45 points difference). Thus, at the end of 2012, the employment rate for women was 22.3% compared to 67.2% for men. In 2000, these two indicators were respectively 24.5% and 68.2%. At the national level, as at the level of the city of Rabat, the employment rate of women remains far below that of men.

In terms of transportation system, the public transport of the city of Rabat is under a management between autonomous control (prefecture) and concession to the private sector. There are currently several types of public transport in the city of Rabat, which are as follows:

- Buses managed by Staréo and Rabat's autonomous transport authority (RATR) operating on 14 lines;
- Small blue taxis circulating within the urban perimeter of the city.
- Big taxis that provide interurban connections but also in the city.
- Tramway operated by the Transdev group, via the Rabat-Salé Tramway company, and operating on 2 lines;

Data analysis

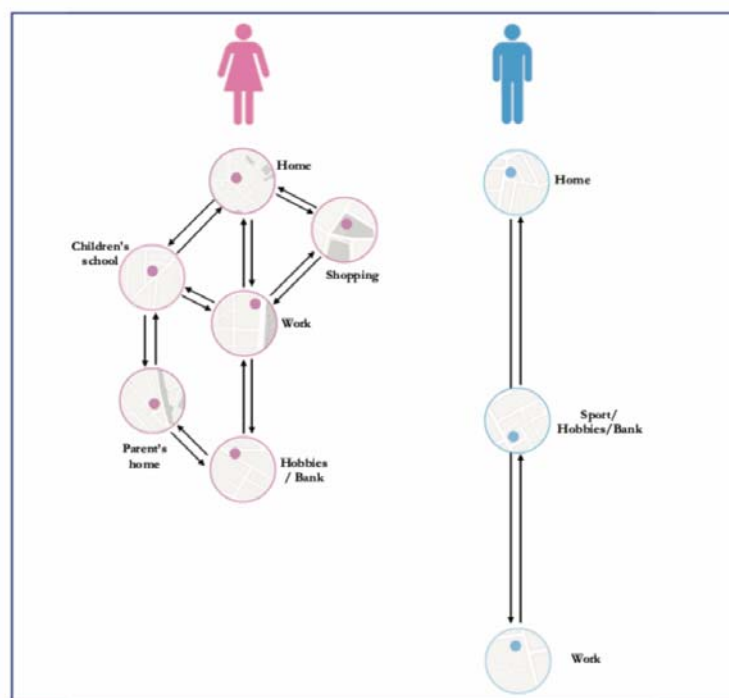
In this part, the data will be compared and analyzed putting into practice all the theoretical and conceptual information collected and learned about the topic of this research.

Mobility patterns

Among the important points that have been studied in this work is mobility patterns and the differences between those of women and men. In fact, based on the interviews that have been

done, certain key observations have been noticed and are enumerated below:

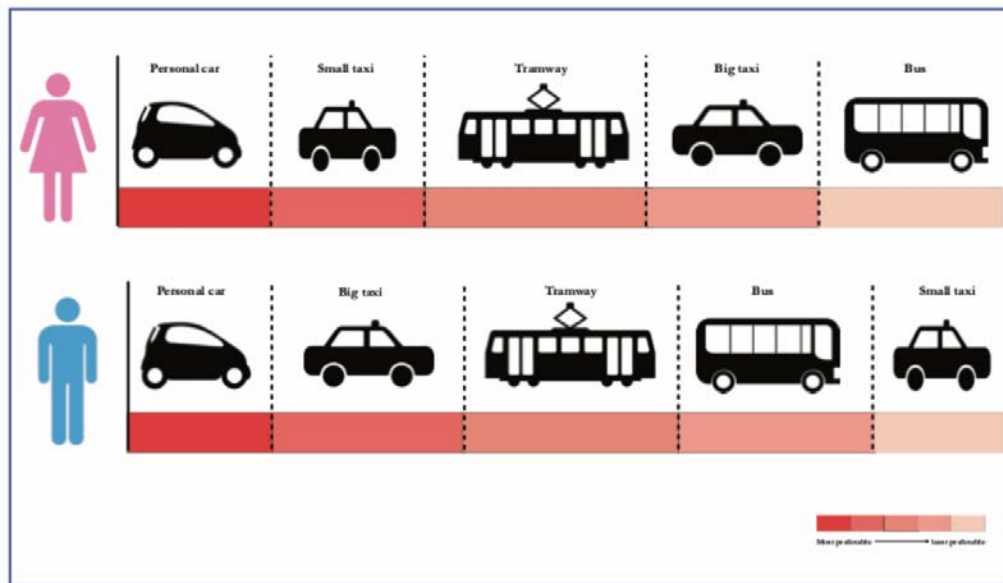
- Women's mobility patterns and trip scheduling are more complex than men because of their multiple duties and responsibilities;
- Women tend to make more and shorter trips;
- Women show travel patterns characterized as mobility of care as they are more involved in housekeeping and more likely to be caretakers of dependents (children, the elderly);
- Women are more likely to seek employment closer to home than men;
- Women's mobility patterns are very much affected by social and religious norms, unlike men who have much more freedom.;



Graph 1. Mobility patterns.
Source: Own elaboration.

Type of transport used

As a general rule, women have fewer travel options or choices than men. Indeed, an important increase in driving by women have been noticed in the city of Rabat. Nowadays, women tend to prefer using a private car or at least small taxis than public transport, even if they have to spend a significantly amount of their earnings on transport. The graphic below shows the differences between men and women in the hierarchy of preferences of type of transport:



Graph 2. Types of transport used.

Source: Own elaboration.

Journey purpose

The journey purpose and motivation between Moroccan women and men are very different. In fact, the mobility of women is characterized by what is called the phenomenon of 'trip-chaining'. As mentioned above, women have more complex travel patterns, are more likely to stop many times and to do several travel segments that follow one another. These stops and travel chaining can be explained by the multiple tasks and responsibilities they shoulder.

Times of travelling

As Kelly (1999) notes: a number of studies demonstrate that women restrict the places they go to and the times they travel;

Through the declarations of the interviewees, it has been revealed that in the city of Rabat it is exactly the same case. In fact, many women impose limits on themselves when it comes to

Traveling in the evening or at night after 11 pm women find it more difficult to move and avoid even making trips especially if there are not accompanied. This is mainly because of public transport schedules (tram and bus that end at 11 pm).

Time of travelling for women is also strongly influenced by the need to avoid danger since they are more likely to be victims of violence or harassment, which incites them to not only travel during specific hours (usually when it is daytime) but also to take specific paths that are generally more safe and secure.

3. Results and conclusions

Gender based variations of daily mobility is an established phenomenon in both the developed and developing parts of the world. However, the depth of understanding this phenomenon varies significantly, given that majority of the research studies have focused on the developed world and on travel behavior of women, without giving due attention to the causes and consequences of their travel behavior. A thorough establishment of daily mobility or even travel behavior, segregated along gender lines in developing countries is largely amiss (Peters 2001). This work, as mentioned at the beginning aims to bridge that gap by providing a focused view on the city of Rabat, capital of Morocco.

Taking into consideration all what has been discussed in the preceding parts, the barriers to women's mobility in the city of Rabat can be summarized as follows:

Mobility of care

The concept «mobility of care» developed by Ines Sánchez de Madariaga, provides a perspective for recognizing and revaluing care work and helps to better appreciate the trips that women and men make when caring for others, as the data reveals significant travel patterns otherwise concealed in data collection variables (Sánchez de Madariaga, 2009; Sánchez de Madariaga, 2013;).

Based on the claims of the interviewees, it turned out that many women in Rabat show several travel patterns, characterized as mobility of care. Indeed, they tend to make more non-work related trips, traveling to more disperse locations and different destinations. Many of them also trips to accompany children to and from school, and/or to accompany the elderly which first effect the trajectory of their mobility and restrict the possibilities to take on (formal) work, since its pre-structures their day leaving them with a few time-windows.

Social/ religious /Cultural norms

As an Islamic country, in Morocco, there is a direct correlation between social/ religious/cultural norms and women's mobility. Even if Rabat is a modern city where women have many more rights and freedom than in the rest of the country, many gender ideologies are still predominant.

From the interviews that were done as part of this work, it was revealed that women are still under the restriction of travelling by accompanied by their father, brother or husband. Several women (especially married women) claimed that in Moroccan culture women cannot move freely, and their movements do not go beyond the area where they live (the neighborhood), and when they need to move to other parts of the city, they usually do it accompanied which affect their mobility in a direct or indirect way. Thus, it's crucial to admit that cultural/social/religious beliefs and norms are one of the most important factor dictating daily mobility of women.

Safety and security

Among the factors that have been over-repeated by women are the problems of security and safety that they face during their daily mobility. In city of Rabat, the pedestrian environment is not very safe due to lack of sidewalks and pedestrian crossings, access to information about the neighborhood, etc. and even public transport represents an unsafe and sometimes even a dangerous space for women. Nowadays, women encounter violence and harassment every- where,

which affect them and influence their mobility and the modes they choose for their travel mode.

Accessibility

To get to their designation, many women have no choice but to walk to work, to market, to tram station, bus station, etc. Walking distance plays an important role as it affects women more than men. However, in the city of Rabat, there is a few pedestrian infrastructures, and many walkers are walking on roads, tram rails... Also, not all facilities are in a walking distance from residential areas which makes it sometimes dangerous for women to get to where they want to go. Even with multiple modes of public transport (Bus, tram, big and small taxis) The city of Rabat is not perfectly connected to facilitate mobility for women.

Availability, reliability and Quality

It is obvious that these three points are necessary to facilitate women's mobility. However, in the city of Rabat, and according to the interviews done for this work, it was claimed that public transport is not available at any time. Several women encounter displacement issues because the tram stops very early (at 11 pm), others find difficulties to take small taxis that are not available everywhere in the city or that do not make certain destinations, and a large percentage of women cannot get on the bus since its conditions are in a very dismal state.

Affordability

While rich people or those who belong to the middle social class can make choices and afford to travel as they like, poor people are limited in terms of choice because of the affordability of modes of transport. In fact, transport mode reflects the social conditions of women, and when their incomes increase, they try to avoid some modes such as big taxis and buses, even if transportation costs them a good amount of money daily.

4. Recommendations

Recommendation no 1: Considering the importance of cultural practices and beliefs

The concept of gender is constructed through performative reiterations, which are historically, geographically, culturally and politically different but dynamic. Therefore, knowing and analyzing cultural practices and beliefs is an important step toward a better understanding of gender issues and appropriate interventions.

Most of studies address gender differences in terms of mobility and transport from a European or international perspective, that's why this approach is dictated by the aim to open up the possibility for implementing adequate solutions to the cultural context of the site of the study, focusing on its own cultural practices and beliefs.

In Africa, and more particularly in Morocco, cultural reservations and norms are often cited as a major challenge preventing women from having travel behaviors and moving as men do. However, the investigation conducted by this work and many other studies have demonstrated that such reservations can be highly local, varying from one community to another.

For these reasons it's is of an essential interest to take into consideration the role of cultural practices and beliefs and from a policy perspective, aspects of culture are crucial as they enable to:

- Implement culture-conscious analysis and Interpretation;
- Identify current and projected future mobility problems and needs;
- Identify the allocation of roles, status and power within households and communities;
- Initiate empirical research to build a database of the main problems in a given context and how this influences mobility;
- Improve knowledge on the barriers to women's mobility by studying potential effects caused by economic status, age, activities, responsibilities...etc;
- Develop an evaluation process that encompasses diverse viewpoints of interested parties;
- Link some practices with their cultural context and better understand different travel behaviors; - Propose strategies that can have a significant effect as they are adequate to the mentalities and traditions of the context in question;
- Avoid clichés that can be applied everywhere and design an appropriate process to the cultural contextual.
- Ensure the success of strategies at least in the short term;
- Avoid spending money on projects that will fail once applied;
- Create an identity at the level of the strategies instead of applying what is done around the world;

Recommendation no 2: incorporating gender perspectives into the planning process and policy

Transforming politics and the whole society is a long and difficult process because we are changing power relations and we all have to take responsibility for ensuring that we bring it into our personal lives. But we should not be daunted by the task. We take small steps now, a quantum leaps next time and perhaps backtrack another time. Whatever our progress we must commit to moving the process forward because our goal is for women and men to have equal power to shape their societies (T. Miranda 2005).

The special needs of women in terms of trip-chaining characteristics and mobility of care (Madariaga 2013) should be taking into consideration in the planning process and policies. Indeed, looking beyond the male perspective and integrating gender into urban transport and mobility is crucial to avoid and overcome all barriers that women face in their daily mobility.

To address all women's mobility issues, the solutions need to be holistic. Hence, a participatory approach through women's organizations, dialogue, meetings and focus group discussions is the key step to ensure increased and meaningful presence of women in the planning of transport initiatives and thus incorporating gender in decision making.

In fact, this intersectional approach has many benefits which can be summarized as follows:

- Facilitating the collection of gender-differentiated information in terms of Mobility.
- Illuminating different problems that women face as the main stakeholders are part of the decision-making process;
- Defining which challenges to address as well as their priority;
- Setting goals and targets for meeting mobility needs of women
- Developing innovative and creative solutions;
- Cultivating women in leadership roles within mobility sector.

- Recognizing and encouraging the role of women as key players in mobility and transportation planning sector.
- Opening up the opportunity for greater exchange of ideas and approaches between men and women.

Recommendation no 3: Delivering a mix of activities at the neighborhood level

Many studies have provided persuasive and compelling evidence of the benefits of delivering a mix of activities at the neighborhood level specially to encourage women's Mobility. Implementing a such strategy allows women to have access to local services, employment opportunities and useful amenities near their residences and thus an efficient combination of daily activities.

Through this work and the study conducted in it, it was noticed that in many cases the choice of the location of the house was mainly based on the proximity of services. The more the district/ neighborhood has all amenities needed, the easier and more practical it will be for women to ensure all the responsibilities they shoulder in a secure and safe environment with the least possible effort and sometimes without having to use a means of personal or public transport.

Recommendation no 4: Providing inclusive transport services and facilities that meet different trip patterns

Public transport in its different modes should suit various types of trip patterns. It must be integrated into a seamless public transport system allowing women to use and match modes easily to suit their travel needs. In other words, it's crucial that Transport and mobility planning promotes intermodality, facilitating the use of different modes and accommodating chaining by giving women the flexibility to use multiple modes of transport to complete their trips and ensuring that high-quality public transport is within walking distance.

An efficient and reliable network and connectivity are the central component of a well functioning transport system. In fact, Transport in Rabat needs to be well integrated throughout a city and be accessible to almost all in the city.

To achieve so, it is necessary to:

- Make an extension of the tram lines and multiple stops.
- Plan convenient, and frequent service all day.
- Build paths and roads to connect socio-economic activities through affordable transport services.
- Improve big taxi conditions as they seem to be a very used mode.
- Provide 100% private taxis
- Regulate more the transport sector with stricter laws.
- Improve big taxi conditions as they seem to be a very used mode.
- Provide 100% private taxis
- Regulate more the transport sector with stricter laws.

Recommendation no 5: women only services

Harassment of women is pervasive, and many countries have realized that change is needed. Hence, many governments, through their transport and mobility planners, have reflexively

responded by creating Women only transport services and implementing gender-sensitive design in public transit. In fact, several Women only services projects have emerged in developing countries whose female population have problems of harassment and lack of safety in public transport.

About a new project of a « pink bus » completely dedicated to women in order to fight against the sexual harassment of women. Yet, until today, there is nothing official who proves that the project will be concretized for real.

Recommendation no 6: Building awareness

The most effective weapon against women mobility issues such as lack of safety and harassment is education and building awareness. Indeed, providing education and information about these issues, and opening communication and guidance is of particular importance in removing the taboo of silence. Information sessions, personnel meetings and group discussion can prove very effective in this respect.

Recommendation no 7: Integrating smart solutions

Transportation as we know it is changing. The traditional transportation industry is now starting to converge towards what's called 'smart Mobility'. Nowadays, nobody can deny that almost everybody has a smartphone, so instead of using it just for fun, it can be very interesting to use in dangerous and critical situations.

In Rabat, the case study of this work, many women have complained about lack of information which automatically hinder their mobility. In fact, integrating smart solutions can be a key step to increase accessibility to information and then ameliorate and facilitate women's mobility. Those technology solutions can be apps that indicate safer areas of the city are for example by giving information about: Level of lighting, visibility, level of crowding or emptiness, walk/ footpath, availability of public transport, feeling and emotional response to the space etc.

Recommendation no 8: Developing a gender action plan to promote equity between men and women in terms of transportation and mobility, developing a gender action plan is crucial.

This gender action Plan has as objectives:

- To set goals and targets for meeting transportation needs of women;
- To collect data disaggregated by gender;
- To analyze the gendered norms and values that influence women's activities;
- To identify priorities for improvement;
- To follow a hierarchy from goal formulation to the level of actual approved projects and their implementation;

This gender action plan is so important that even big and developed cities that do not have many gender transportation issues have adopted it as a solution to improve women's mobility as well as to overcome safety security problems that are growing day by day. (example: gender Mainstreaming Policies in London/ action on equality" (2016–2020).

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