



Gender, development and transport in rural South Africa: methodological, policy and implementation challenges

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Discussion Points

- ❖ Where research done
- ❖ Facts on women, transport & development
- ❖ Methodology & methodological challenges
- ❖ Findings
- ❖ Policy & implementation challenges
- ❖ Recommendations/interventions



Where research done



❖ Research result of commissioned study *Gender & Development Unit* of HSRC for *South African National Roads Agency Limited* (SANRAL)

❖ Took place Eastern Cape

❖ In O.R Tambo Municipality: Nkozo, Qaukeni (Flagstaff) Municipality, & Gqubeni, Port St Johns

Facts on women, transport & development

- ❖ ♀ - Primarily responsible for household maintenance but have less access to household resources
- ❖ In rural areas – carry transport burden on their backs and heads than motorised vehicles (Grieco, 2004)
- ❖ Transport needs of women often ignored by transport officials
- ❖ Health professionals fail to draw attention to impact of transport on women's health related problems
- ❖ Limited representation of women in transport sector at policy and planning level

Scarcity of studies on travel behaviour, needs, patterns and experiences of women – both rural and urban

Some more facts on women, transport and development

In past ten years: Realisation of differences in travel and travel-related activities of women and men

♀ - shorter, more frequent, more dispersed trips during the day

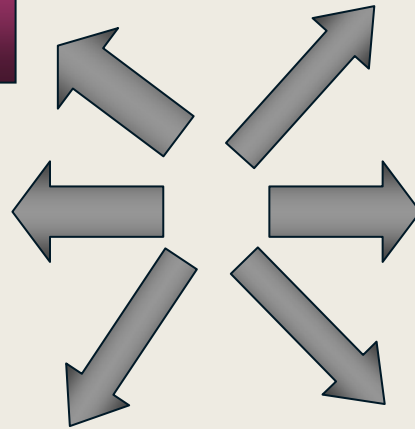
Cultural and religious practices constrain women's use and ownership of bicycles, animals and carts

♀ - Characterised by walking, carrying loads over distances

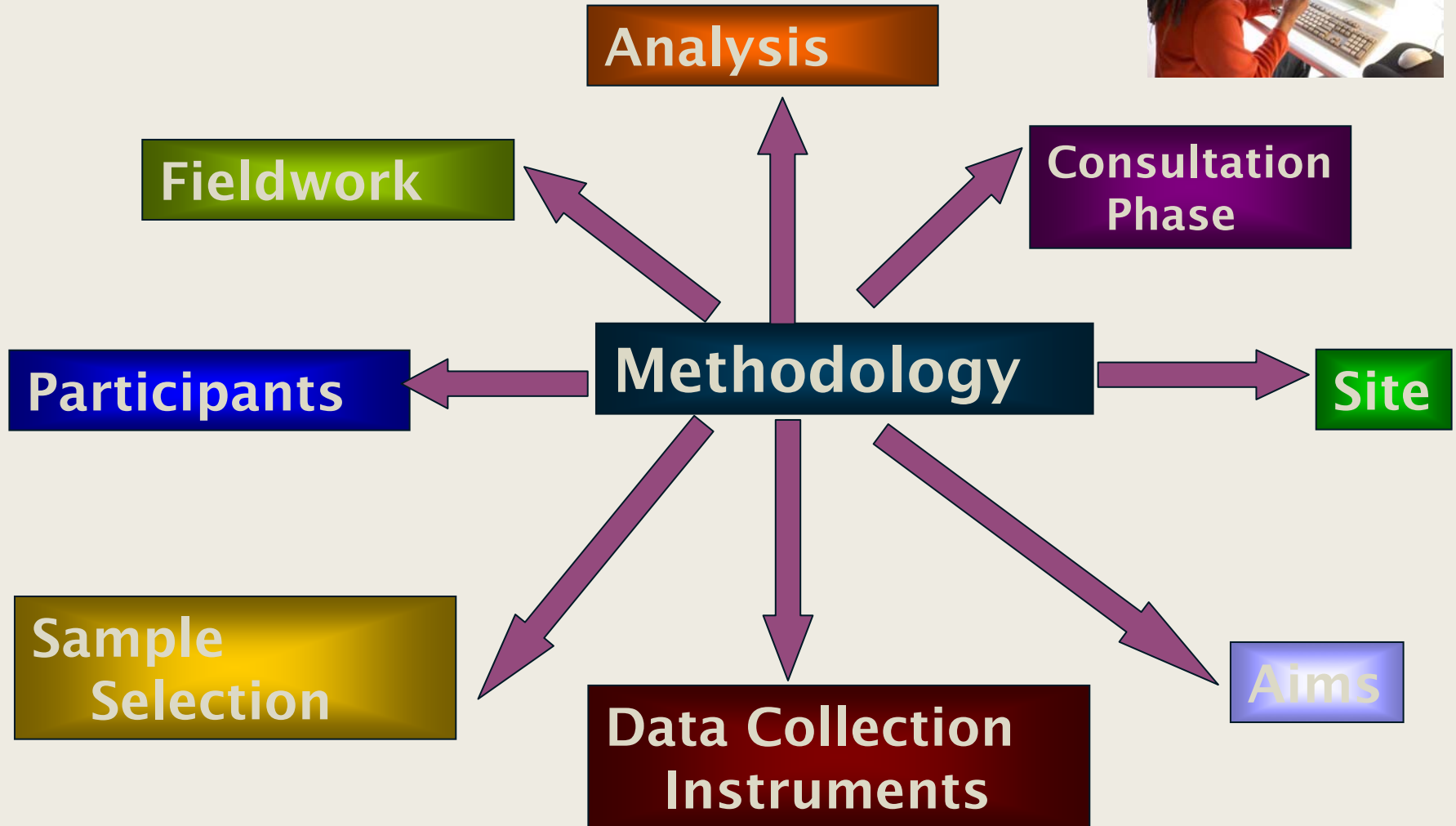
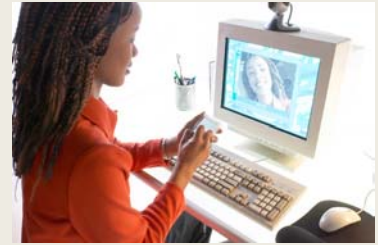
♀'s travel patterns and needs influenced by the need to avoid danger

♀'s transport and travel needs in rural areas are linked to their traditional roles


Improving access and mobility through the development of roads and transport infrastructure does not necessarily improve the lives of rural people



Methodology



Methodology & methodological challenges

<p>Consultation Phase</p>	<ul style="list-style-type: none">❑ Research team met and consulted with various stakeholders in the O.R. Tambo district❑ Mayors, chiefs, councillors, teachers, men and women gatekeepers in the villages❑ Very challenging: in order to gain trust had to build relationships with stakeholders & women in community, time-consuming
<p>Site</p> 	<ul style="list-style-type: none">❑ Villages of Nkozo, in Qaukeni (Flagstaff) Local Municipality and in Gqubeni in Port St Johns, EC❑ Part of O.R. Tambo District Municipality❑ Total population 1.6 million (Census 2001)❑ Qaukeni total population 250 000❑ Port St Johns population 146 000❑ Eastern Cape = one of the poorest provinces in SA❑ >60% have an income of <R1000 p/m❑ 90% of women in rural areas are unemployed

Methodology & methodological challenges contd.

Aims

- To explore gender based dimensions of rural women's travel activities, experiences & needs in order to provide policy & planning guidelines to SANRAL & government departments
- To explore impact of gendered nature of transport & travelling on social, health, economic & political status of women & girls in the area

Choice of Data Collection Instruments

- Consultation with research team on choice of instruments
- Data was collected by means of three focus groups, 237 questionnaires and 17 time diaries (8 in Flagstaff, 9 in Port St Johns)

Methodology & methodological challenges contd.

- ❖ Fieldworkers employed had to be trusted by community, were first language IsiKhoza speakers
- ❖ Informed women about research, women assumed research was about grants
- ❖ Focus groups complemented information from questionnaires
- ❖ Women willing to speak to researchers about problems *BUT* all women wanted to participate in study
- ❖ Valuable information from focus groups, women underestimated time spent walking



- ❖ *Time dairies not often used with women with low levels of literacy – innovative in way used time dairies*

Sample Selection

- ❑ 237 respondents were selected from the village for the structured questionnaire
- ❑ The administration of the time use diary required that prior to the fieldwork, visits to the villages be made and women asked to volunteer to participate in the study

Participants

- ❑ 231 Women and 6 Men (men interviewed if fieldworkers came across a household comprising of males only)
- ❑ IsiXhosa speaking African females (97%)
- ❑ Born between 1931 and 1970 (78%)
- ❑ Most respondents have always lived in the villages (97%)
- ❑ 51% married according to tradition/customs, 30% widowed.
- ❑ 42% had no schooling, 43% have schooling up to Gr.7
- ❑ 84% unemployed
- ❑ Household income derived from state grants (55%), wages (16%) and private pension funds (9%)
- ❑ Average household income R618.76
- ❑ 22% of households earn less than R250.00 p/m

Questionnaires

Structured questionnaires ensuring coverage of a wide number of areas

5 sections

147 closed questions

Data-collection in Xhosa by first language Xhosa speakers

- ❖ Household information
- ❖ Household member grid
- ❖ Participant details
- ❖ Trip-generating household activities the participant engaged in
- ❖ Travel activities of children in the household

Focus Groups

Three focus groups

Conducted in Xhosa

Tape recorded and transcribed



Time use diaries



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graph TD; A[Time use diaries] --> B[Household and household members details  
Participant details  
Quality and availability of transport infrastructure in the rural village  
Section for recording the 24 hour diaries]; A --> C[Provide info on how women structure their everyday lives...  
Seldom used in studies on mobility patterns of rural people  
Diary was designed to include info on the distance travelled...  
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The data for the remaining days were recorded using the activity recall method];
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- ❖ Household and household members details
- ❖ Participant details
- ❖ Quality and availability of transport infrastructure in the rural village
- ❖ Section for recording the 24 hour diaries

- ❖ Provide info on how women structure their everyday lives, the amount of time women spend on activities and the type of activities they engage in, both paid and unpaid, including leisure, education and recreation
- ❖ Seldom used in studies on mobility patterns of rural people
- ❖ Diary was designed to include info on the distance travelled (using a measuring wheel), whether the women carried items, and who accompanied them
- ❖ Over 4 consecutive weekdays – takes into account the daily variations in the time taken to undertake different and same activities
- ❖ Fieldworkers spent one full day with each women and used a direct observation method to record the activities
- ❖ The data for the remaining days were recorded using the activity recall method

Methodology & methodological challenges contd.

Fieldwork challenges

- As part of an attempt to provide a work opportunity for persons in the area the fieldworkers were recruited from the area
- Fieldwork manager and fieldworkers recruited from Quakeni/ Bizana/ Port St. John/ Umtata
- Most of recruited fieldworkers were unemployed university/ technikon graduates, or women residing in the area (with previous data collection experience)
- Fieldwork manager assisted with the data clean up and capturing
- A daylong training workshop was held at Quakeni
- Regular meetings and feedback sessions were held with the fieldworkers

Analysis

- ❑ Focus groups: A thematic content analysis was used to analyse the focus group data
- ❑ Questionnaire: Captured in MS Excel and analysed using SPSS
- ❑ Frequencies were run on all 147 questions which was used to generate graphs and tables
- ❑ Statistical analysis were done to produce rich findings supported by the focus group data, time-use diary information and literature
- ❑ Time use diary: interpretation of data within conceptual and analytical frameworks discerned from literature
- ❑ Start with a vignette, followed by a descriptive overview of the activities – total time and mean time spent on particular activities
- ❑ Mean time calculated by dividing total time spent by the number of women who engaged in the activity

Findings

Daily/Weekly Activities

- ❖ Women are primarily responsible for collecting of wood, water and dung as well as performing other household activities
- ❖ 99% of women walked and carried firewood on their heads
- ❖ 55% of women are the *primary* providers of water for the household
- ❖ An average of 66 litres are carried per trip (mostly head loading)
- ❖ When adult women are sick it is the responsibility of the girls
- ❖ 92% of respondents indicated that it was unheard of for boys to collect water, wood and dung
- ❖ When boys did do collections it was because there were no girls in the household



“Boys will collect wood and water in an emergency. If there are no girls or the mother and grandmother are dead or sick, but he will find a girl that will collect for him...maybe a friend”

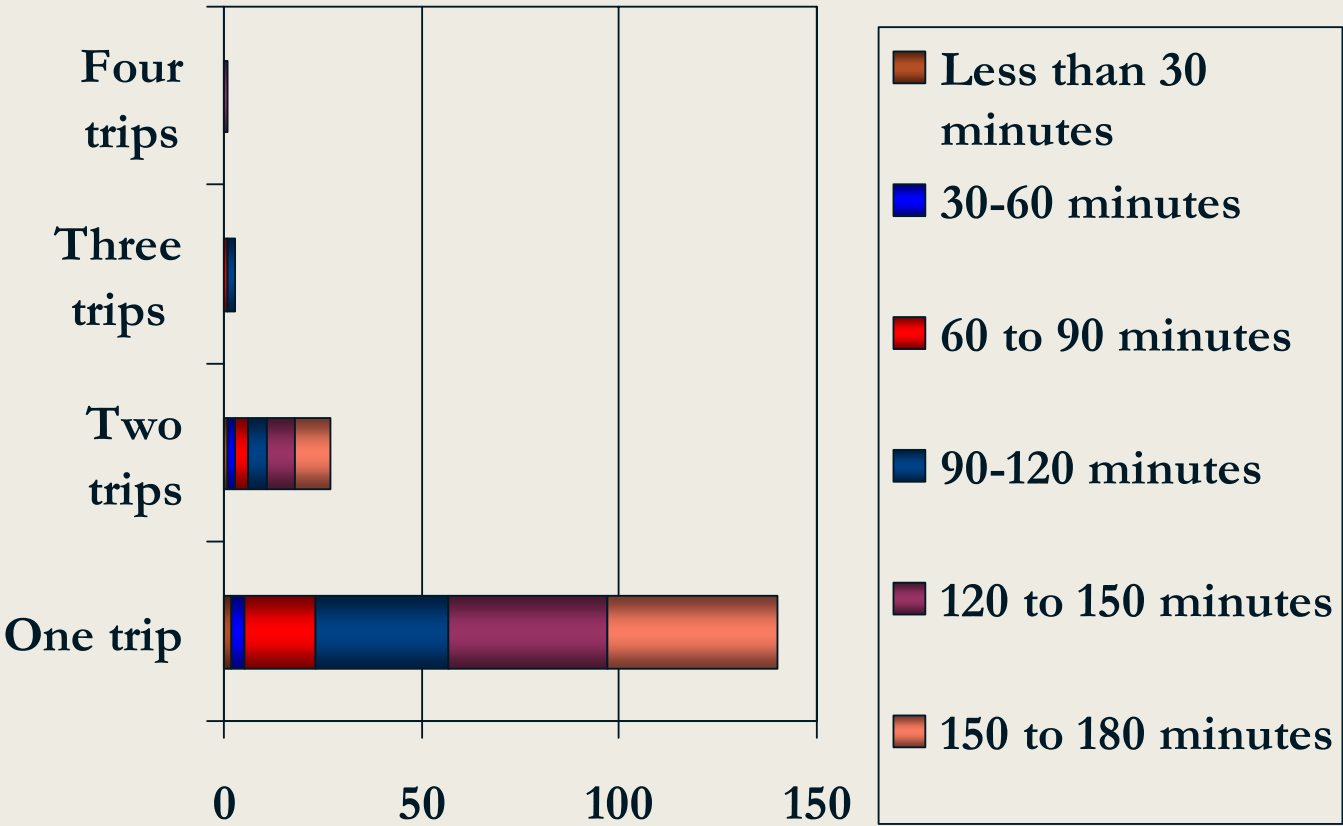
***“Firewood and water are women’s responsibility. Men can and do, of course help, but it is not their job. It’s a women’s job for they have stronger necks than men”
(Skonsberg (1989) in Bryceson 1993:14)***

Daily/Weekly Activities

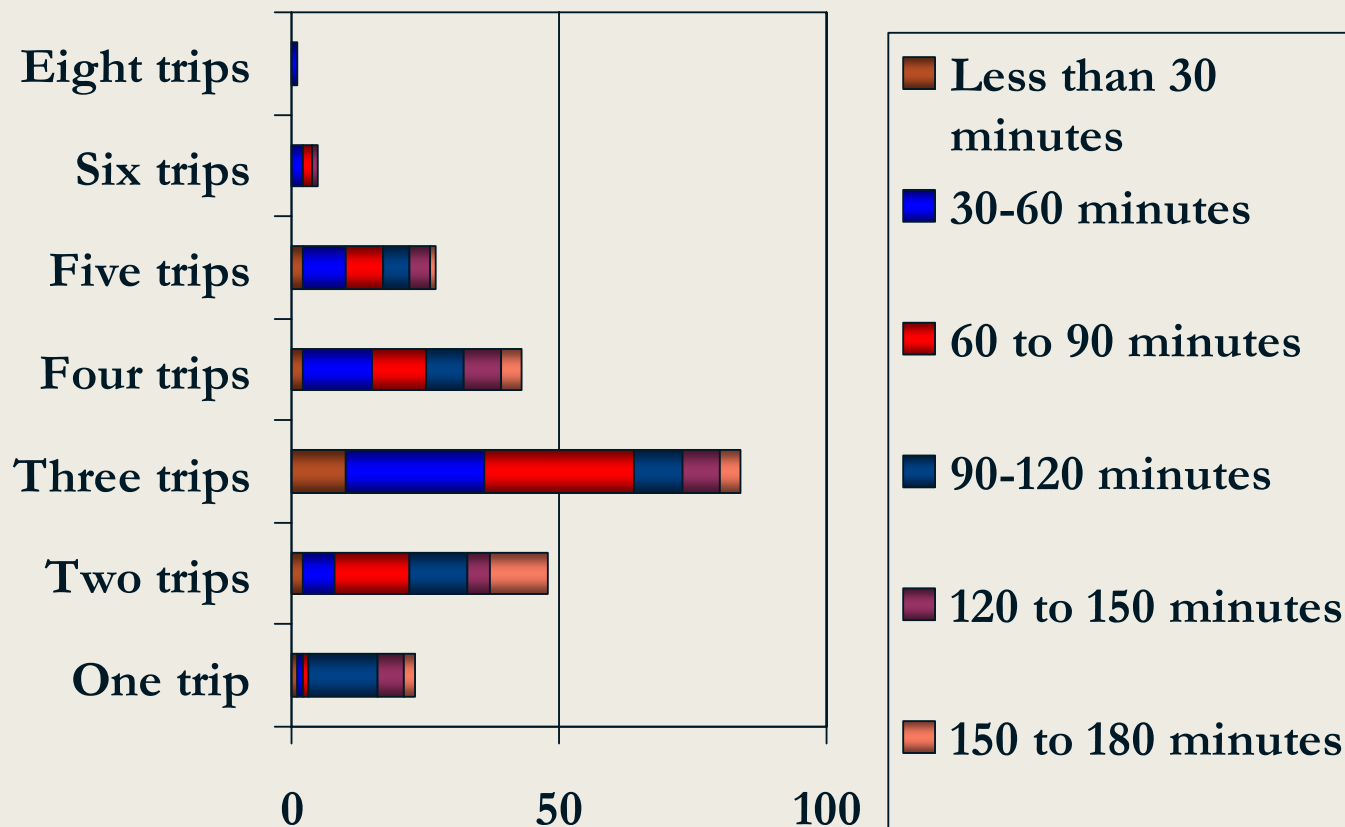
- ❖ Girls start collecting wood around age 10 – often starting with adult women and eventually doing it on their own
- ❖ The few boys who did collect stopped around the age of 18, but women continue throughout their lives
- ❖ These extra tasks impact on education (for girls) and women contribution to community affairs as well as their health
- ❖ Women have very little free time – most of their time is spent doing household related activities – spending between 3½ and 9½ hours travelling

“...how can I go and look for a job – my children will die, no wood, water and food. I wanted to be involved in the politics in the community but I do not have the time and I would have to walk many hours” “...no money for the bus”

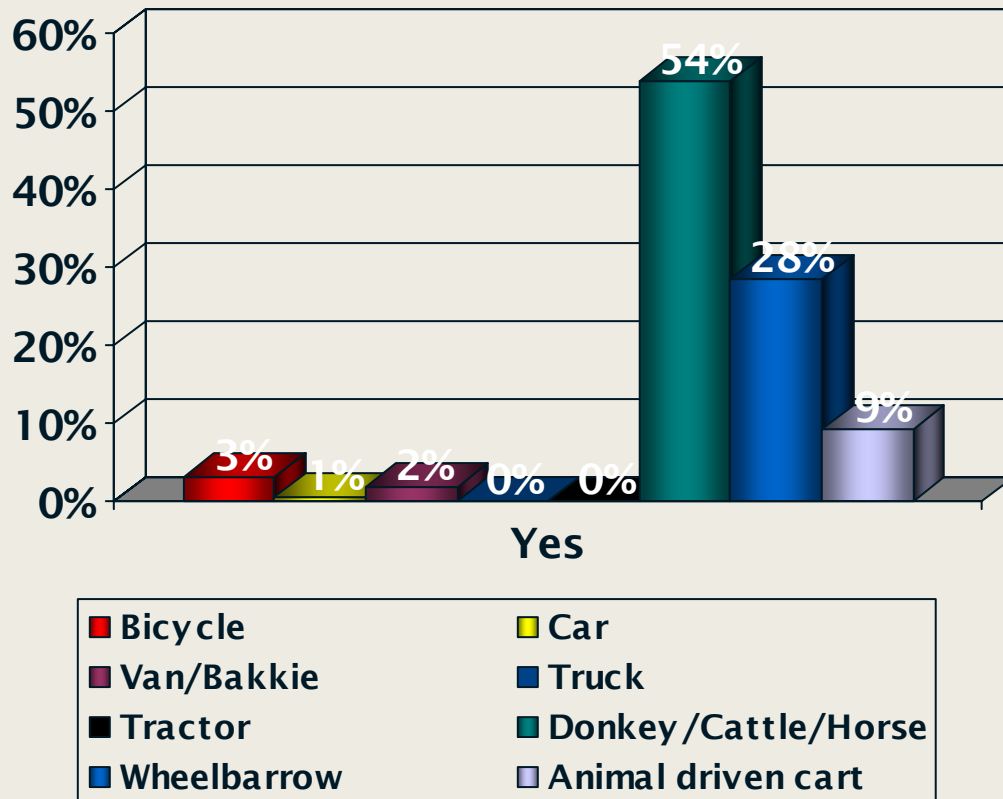
Travelling time to collect firewood/animal dung (per day)



Travelling time to collect water (per day)



Modes of Transport impact on Time



- ❖ There is no correlation between what the household owns and women's usage of the mode of transport
- ❖ Women's mode of travel is walking (only 5,8% made use of non-motorised forms of transport) and when transporting goods – headloading

Gendered discourse in lessening time poverty



❖ Most women interviewed indicated that they would want to be given carts which the animals could pull (eases health burden and time burden)

❖ Focus groups indicated that women were of the opinion that the carts would assist the men in their transportation needs

“There is no problem with me pulling and driving the donkey cart as it would make things easier and quicker but the men would then think that I am the “man” and they will not be the owner of the animal and the carts.”

❖ Transport was indicated to be attached to patriarchal ownership and inheritance of assets

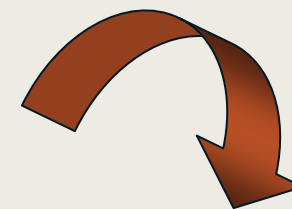
❖ Contradictions in their discourse

“Many things are changing, we (women) are the people here, men are gone or died so we must talk to the councillors and see if we can be drivers of carts (laughter)”

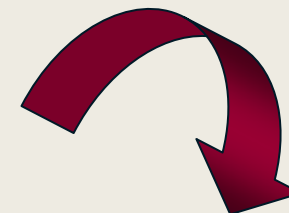
Findings contd.

A day in the life of a women in rural Flagstaff

<i>Travelling to the river</i>	<i>35 min</i>
<i>Travelling from the river</i>	<i>20 min</i>
<i>Travelling for primary production purposes</i>	<i>9 min</i>
<i>Travelling to the field</i>	<i>29 min</i>
<i>Travelling from the field</i>	<i>23 min</i>
<i>Travelling to the forest</i>	<i>44 min</i>
<i>Travelling back from the forest</i>	<i>30 min</i>
<i>Travelling to social activities</i>	<i>38 min</i>
<i>Travelling to and from bus stop</i>	<i>38 min</i>
Cultivating crops	95 min
Collecting firewood	26 min
Cooking	97 min
Preparing the fire	26 min
Preparing food	41 min
Other household activities	137 min



Total travelling time
266 min (4h26)

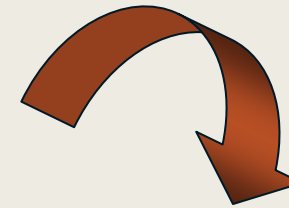


Total time spent on
unpaid work
422 min (7h02)

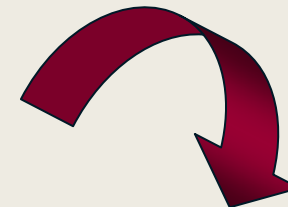
Total time spent travelling and performing unpaid work
11h28

A day in the life of a women in rural Port St. Johns

<i>Travelling to the river</i>	<i>33 min</i>
<i>Travelling from the river</i>	<i>26 min</i>
<i>Travelling to and from the field</i>	<i>46 min</i>
<i>Travelling to and from the forest</i>	<i>27 min</i>
<i>Travelling to social activities</i>	<i>137 min</i>
<i>Travelling to the shop</i>	<i>70 min</i>
Cultivating crops	37 min
Tending to animals	20 min
Collecting firewood	10 min
Cooking and preparing food	114 min
Preparing the fire	45 min
Other household activities	211 min



Total travelling time
339 min (5h39)



Total time spent on
unpaid work
437 min (7h17)

Total time spent travelling and performing unpaid work
12h56

Long walk in the face of violence

“The men do not want to collect wood and water but they want to eat. I cannot see why they cannot go for us or with us...it is just an excuse that men cannot do these things...when we are being raped and beaten”

- ❖ Majority of women uses paths to get to the water and wood sources
- ❖ 94% were unhappy with the paths and felt that they were unsafe
- ❖ 65% wanted the gravel path improved, electricity installed and taps nearer their houses
- ❖ Dangers: potential to be robbed, raped and bitten by snakes
- ❖ 93% of the respondents indicated that it was dangerous to walk on the paths
- ❖ 96% of participants used public places for bathing – they are constantly in fear of being raped and beaten
- ❖ Urgent intervention is needed regarding their safety

Policy and implementation

Interventions

Socio – political interventions

Public-private partnerships to address violence & create jobs

- Essential for local government prioritise gender violence issues
- ♀ support idea of women doing community policing
- Unemployed men willing to serve as police officers
- Stakeholders to play an active role & women be consulted and involved in every aspect

Gender sensitivity training and general life skills education

- Number of organizations that sensitizes both men & women to issues of gender equity
- Local councils should work closely with organizations like Commission for Gender Equality
- Local authorities should be visible & make literacy classes available for women

Transport, policy & infrastructure interventions

Non-motorized interventions



- ❑ >50% households owned animals, animal-drawn carts be provided to households with animals, & both carts & animals to households with no animals
- ❑ With animal-drawn carts, number of trips to collect water & firewood reduced
- ❑ ♀ will have roster system of collection, can engage in other activities *'if we have a cart & an animal then my neighbor can go to the river some days & I can go on another day'*
- ❑ ♀ did not suggest selling firewood to households, : *'I have not heard of selling wood to each other'*
- ❑ ♀ wanted wheelbarrows, (wheelbarrows were 'home-made')
- ❑ Provide ♀ with resources to manufacture wheelbarrows in large numbers, generating jobs & income
- ❑ Bicycles needs to be designed for African women *'we are African women ... too big for bicycles and we need to sometimes carry two children'*

Upgrading of footpaths, construction of low-level footbridges

- Many children drowned during heavy rains, build footbridges in areas where there tended to be flooding
- Teach children how to swim
- ♀ need to be given basic first aid training that complements indigenous knowledge

Times of operation: buses and taxis

- ♀ need to be consulted on times of operation, route and number of stops

Income generating activities

- Explore idea that 'illegal' crops used for income generating activities same way as hemp has been used
- ♀ want to learn to grow large vegetable crops that could be sold in nearby towns
- Transport planning to be suited to ♀ needs

Policy and implementation cont.

Gender and Development

Women' health, maternal mortality and transport

- Primary health facilities not located inside villages, ♀ walk, no money for transport
- Locate health facilities closer to villages
- Stronger support system for ♀ with disabilities & victims of rape & other crimes
- Provide ♀ and their family access to trauma counselors and social workers

- Conduct education workshops emphasizing importance of high school education
- Provide transport for children attending schools
- Communities to become self-sufficient – municipalities to provide communities with tools to cut grass & overgrown footpaths

Gender, education and mobility

Policy versus commitment skills and resources

- Local government officials need to understand importance of mainstreaming gender into all policies and interventions
- Resources have to be invested in new gender and transport related projects which are closely monitored

Mainstreaming gender into rural transport strategy: implementation questions

- Interventions that alleviate women's transport burdens need not be motorised
- Integrated approach needed between transport department and various government tiers and departments
- Training and education around gender mainstreaming is a necessity for policy makers, policy implementers and beneficiaries themselves
- Gender and transport forum should be established and ♀ voices should be heard

A future research agenda

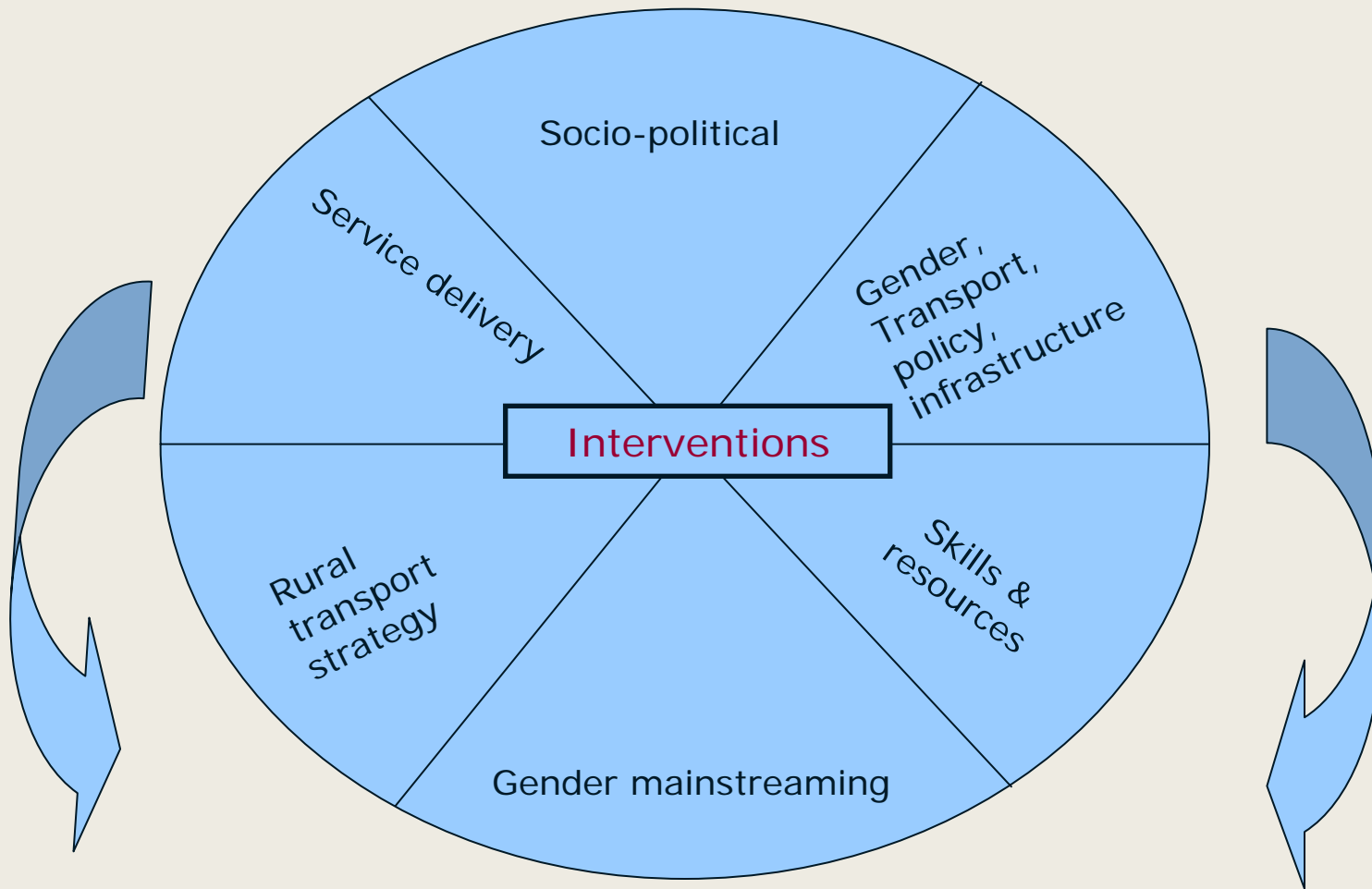
- ❑ Need for national qualitative & quantitative study that provides insight & baseline data on how issues of transport are gendered & consequences on the quality of lives of ♀
- ❑ National roundtable discussion should be facilitated which could develop a national action plan & research agenda related to women & the transport sector

Conclusions & Recommendations

The study indicates that access to and control over the existing infrastructure and means of transport impact on women's time and thus access to the transformation initiatives of various tiers of government and local municipalities

Planners and policy makers should see revisiting transport planning policy and implementation as a basic factor of development

A better life for all?



There is a need to conduct further studies within an empowerment paradigm and public-private partnership should be encouraged. End users voices should be heard and ultimately be partners in the quest for solutions

