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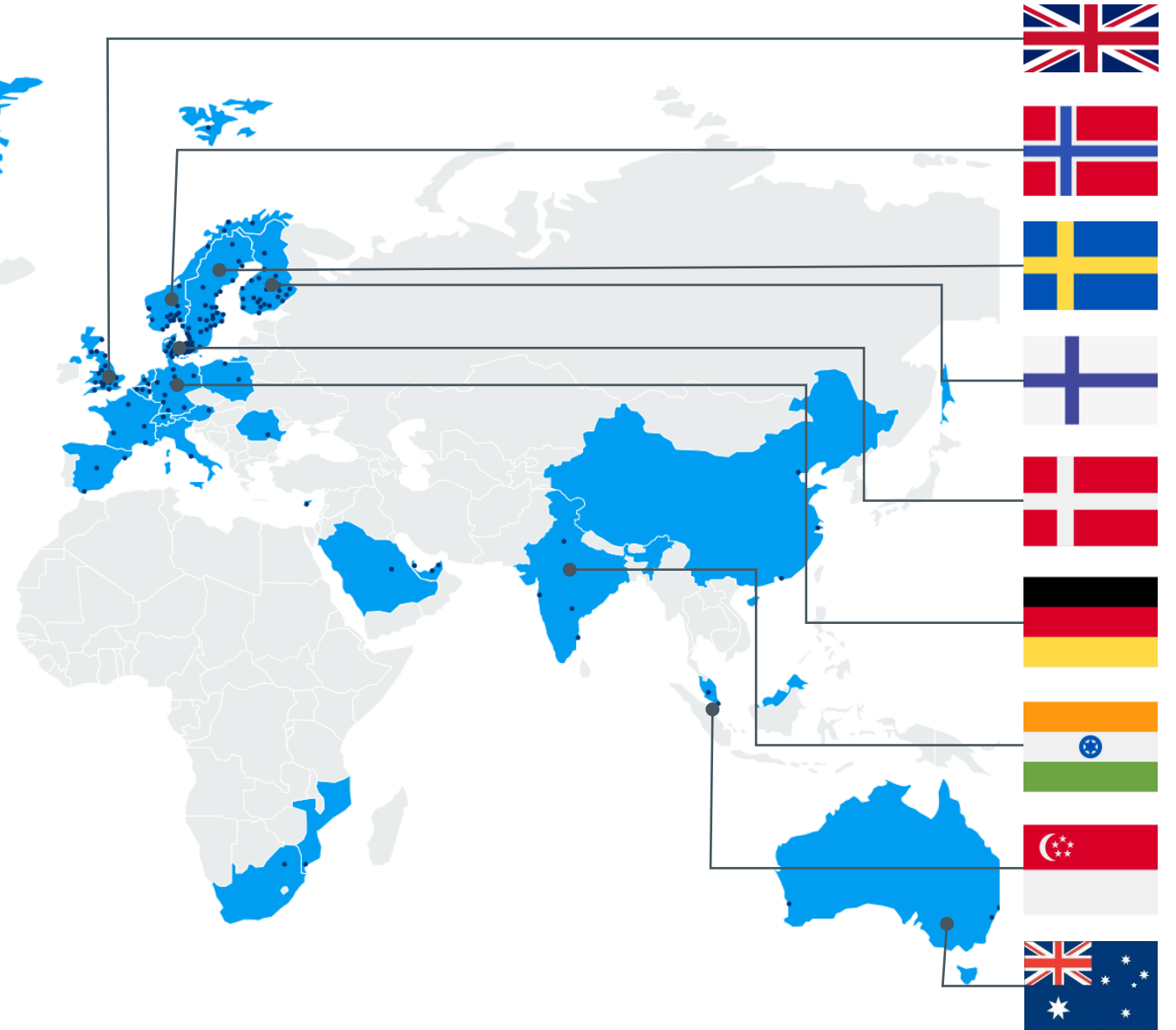
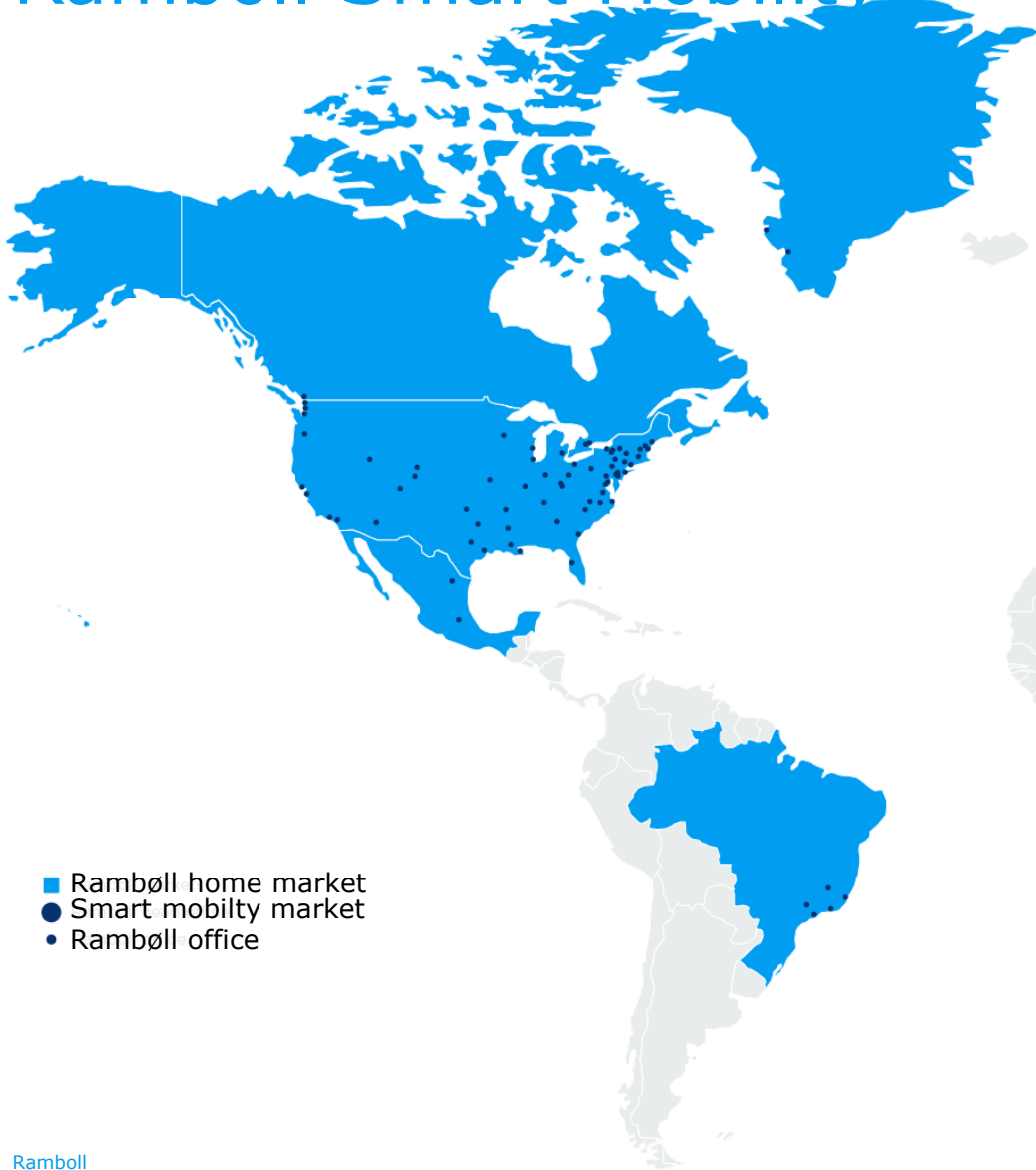
Bright ideas.
Sustainable change.

Gender & Mobility

Funn fra Norge og andre land

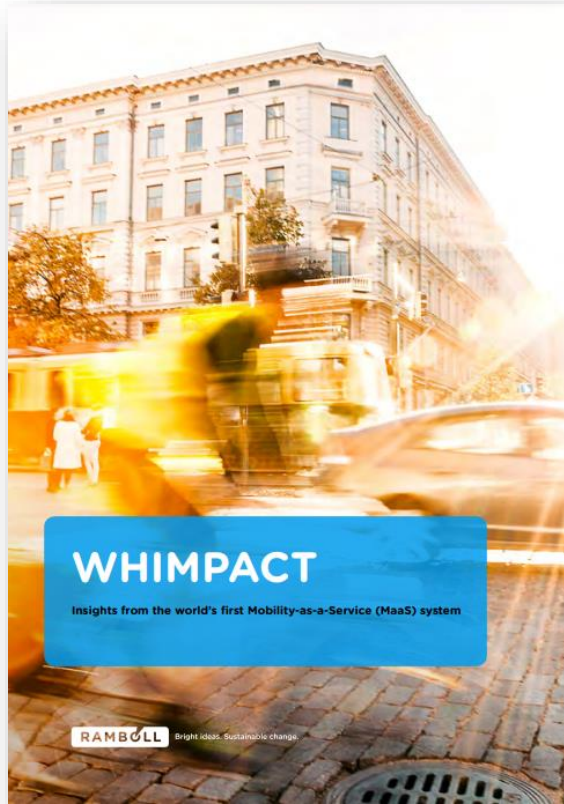
Frida Andersson, Senior konsulent, Rambøll
Kollektivkonferansen 2023

Ramboll Smart Mobility



Smart mobility Green papers

2019



2020



2021



2022



<https://c.ramboll.com/cycling>



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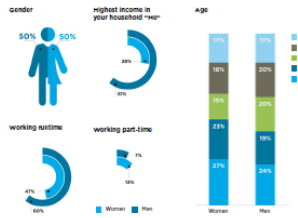
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GENDER DIFFERENCES IN BEHAVIOR AND ATTITUDES - SURVEY IN 7 COUNTRIES

In December 2020 we carried out a survey in cooperation with YouGov analysis institute. They surveyed a total of 1020 respondents in the capital area of Helsinki, Oslo, Stockholm, Copenhagen, Berlin, Delhi and in Singapore (2021) weekly during the period of 14-22 December 2020.

In the following we present selected results segregated by gender covering all capitals combined and make these results to the local results in the national capitals. The gender segregated results for the local surveys are available separately or capital by capital.

DEMOGRAPHY



ACCESS TO A CAR IN THE HOUSEHOLD



HAS A VALID DRIVER'S LICENSE



INNOVATION WHISKYSGÅRDEN I HÅNINGSÖ-FUNK

GENDER AND MOBILITY IN FINLAND

Gender data is and has been compiled quite comprehensively in Finnish transport statistics. Statistics on current and past times show that gender is one of the most focal and driving factors which explains differences in mobility behaviour. Over time, change has occurred in different parts of life which concern patterns and differences between men and women. However, in transport choices and possibilities many historical patterns and unconscious biases are still having an impact on the way we travel today. Historical studies can improve our comprehension on current trends in gender and mobility.

LACK OF GENDER AND MOBILITY RESEARCH

Historically Finnish transport statistics have focused on measured transport, and therefore possibilities to make conclusions on more sustainable transport modes or long-term changes in travel choices are limited. Many historical statistics lack gender data which influence

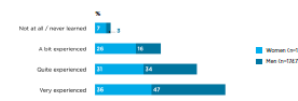
our understanding of the impact of gender and mobility regarding transport planning and the status of today's statistics. Even though Finnish transport statistics have improved over decades and gender related data is now collected more comprehensively, we are still lacking in research on gender and mobility. Historian **TINA HÄNNISTÖ-FUNK** points out that even though we see the importance of mobility patterns of men and women, we have not acknowledged its importance.

TINA HÄNNISTÖ-FUNK

Mrs. Tina Hännistö-Funk received her Doctoral diploma in 2014 and has been granted a Research Fellow position at the University of Turku, Finland. She has conducted environmental assessment and gender roles in urban mobility and public space. She has conducted historical research study focusing on role of gender in walking by studying footprints of street photographs taken between late 19th century to late 20th century in the city of Turku. In her research she studied walking and cycling, transport mode change and their evolution through time, spatially and by gender.



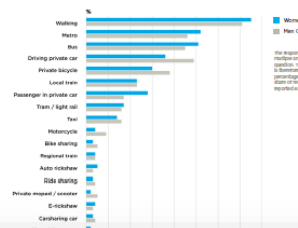
EXPERIENCE RIDING A BICYCLE



ACCESS TO A FUNCTIONAL BICYCLE IN THE HOUSEHOLD



MODES TYPICALLY USED IN AN AVERAGE MONTH



Transportation might seem gender equal to many and individuals might feel their mobility choices are not impacted by their gender and statistics by themselves. However, gender is also an important factor in identifying differences in mobility choices, but also to understand the deeply ingrained societal and cultural reasons behind the numbers. When we start to understand the reasons for why men and women are using different modes of transport, we can start to think about how to make our transport systems more inclusive and equitable. Which parts of our transport systems are we not addressing? - some examples of the questions we should ask ourselves and focus our resources in research in the future. Hännistö-Funk emphasizes that "different factors that affect us in our lives, such as need for time changing, origin or destination location, selected transport modes and whether you are traveling alone or with company, determine how well transport systems support our travel patterns. Without data, research and good knowledge we are not able to improve equality in our transport systems and change patterns that originate far back in history."

Hännistö-Funk also notes that the historical point of view helps to gain a better understanding of today's transport systems and the role of different modes. The way our transport systems and public spaces are built up over decades, are dependent on various trends in different times. By understanding the impact of different actions in the past, we can create change with clear vision of the present and the future.

FEMININE MOBILITY CHOICES ARE MORE SOCIAL AND SUSTAINABLE

"Historically Finnish transport system hasn't provided all mobility choices equally." Tina Hännistö-Funk says. Since the mid-twentieth century, city planning has facilitated and encouraged mobility in a fast and efficient way that promote the use of personal car. Furthermore, in the past, sustainable mobility choices and other feminine mobility patterns were ignored and harmed by the car-centric city planning. Historical sustainability of all forms has become a focal element in transport planning.

Women are more likely to be passengers in a car than men, and men are more often the owners or main users of family cars in Finland. From the larger share of women's driving license ownership doesn't fully explain the gender differences. Historically the same level of system can be seen for example in the way in which working men have controlled the use of one-person bicycle in the family in the beginning of the 20th century. The underlying structural issue is women's continuously poorer access to the most expensive mode of mobility. As a result, women travel more by other means than by car.

HÄNNISTÖ-FUNK HAS PUBLISHED SEVERAL ARTICLES E.G.:

1. The gender of walking: female pedestrians in street photographs 1900-2000 (2019). Publisher: Urban History (2019), 1-21 (in open access).
2. The Recovering Sustainable Mobility Practices: A Visual History of Turku's Development 1910-2010 (2020). Publisher: A Call to the Future, a Sustainable Urban Mobility since 1910. (in open access).

RAMBOLL FONDEN




Region Stockholm



[Link to report](#)

Transport er ikke kjønnsnøytralt

rdbank.org/transport/transport-not-gender-neutral

WORLD BANK  BLOGS






HOME ALL BLOGS TOPICS


Published on Transport for Development

Transport is not gender-neutral

KARLA GONZALEZ CARVAJAL & MUNEEZA MEHMOOD ALAM | JANUARY 24, 2018

This page in: English

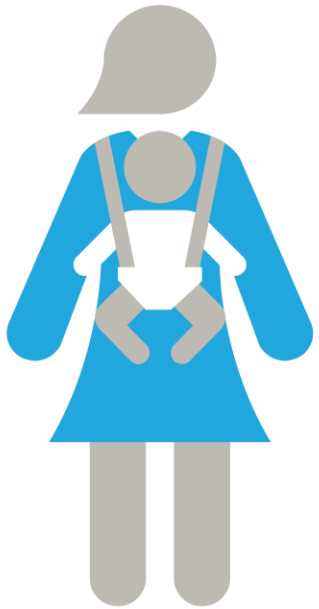
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Transport is not gender-neutral. This was the key message that came out of a high-level discussion co-hosted by the World Bank and the World Resources Institute during the Transforming Transportation 2018 conference, which was held in Washington DC between 11-12, 2018. This was the first time in the 15-year history of this annual event that a panel looked specifically at the gender dimensions of transport.



Bakgrunnen til ulikhetene -strukturelle forskjeller



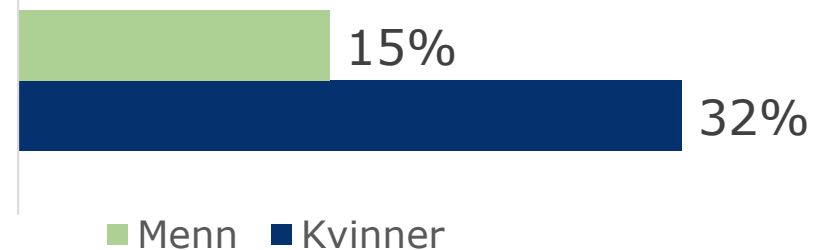
1. Kvinner jobber i mindre grad enn menn
2. Kvinner har i større utstrekning enn menn deltidsarbeid
3. Kvinner har lavere lønn enn menn
4. Kvinner har generelt mesteparten av foreldrepermisjonen

Kjønnsnøytrale Norge?



-Foto: Knut Opeide, Statens vegvesen

Deltidsarbeid



Andel kvinner som er daglige ledere i allmenne aksjeselskaper (ASA)

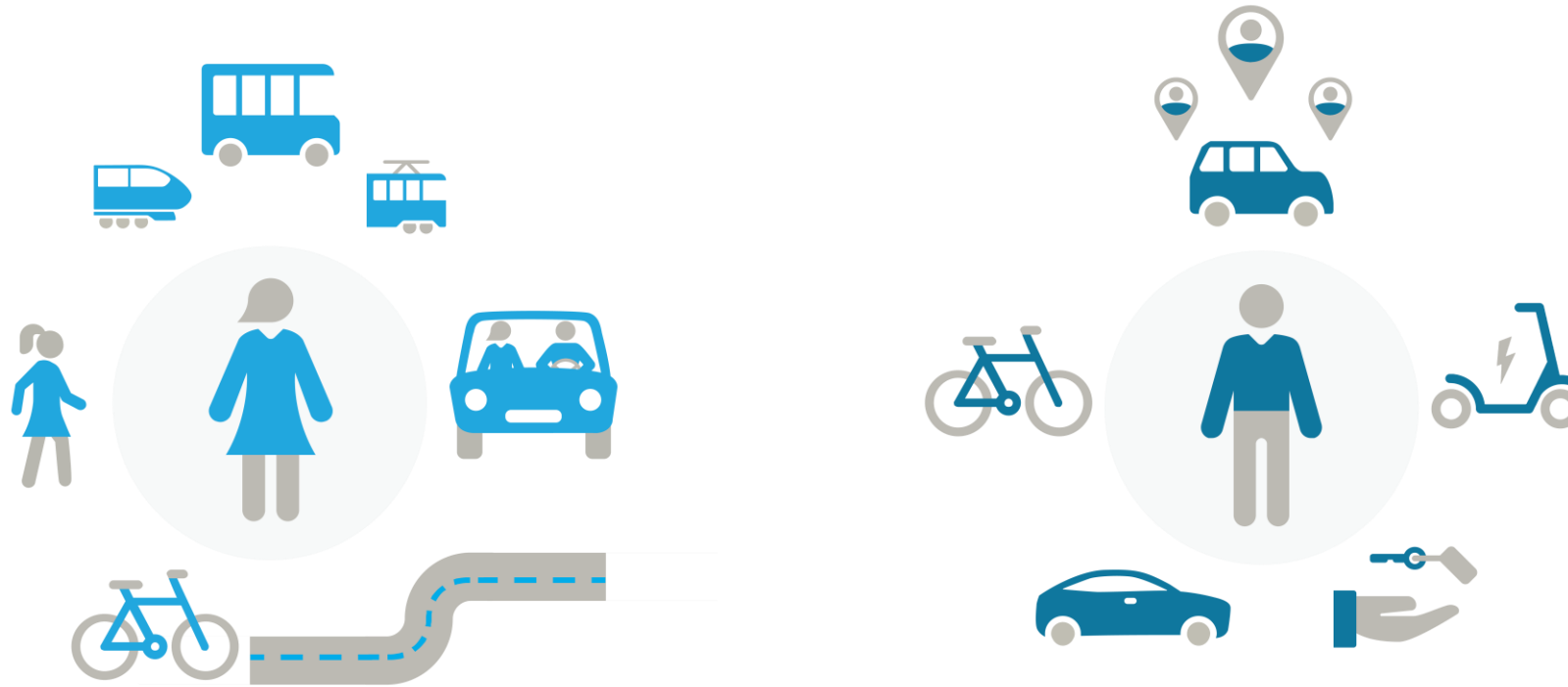
2023

11,4%

↑ 5,6 prosentpoeng fra ti år før

Kilde: SSB

Kjønn og transportvalg



1. Kvinner går mer enn menn
2. Kvinner bruker kollektivtransport mer enn menn
3. Kvinner sykler mindre enn menn der det er manglende eller dårlig sykkeltilrettelegging
4. Kvinner kjører bil mindre og er oftere passasjerer
5. Kvinner bruker nye mobilitetsløsninger mindre enn menn

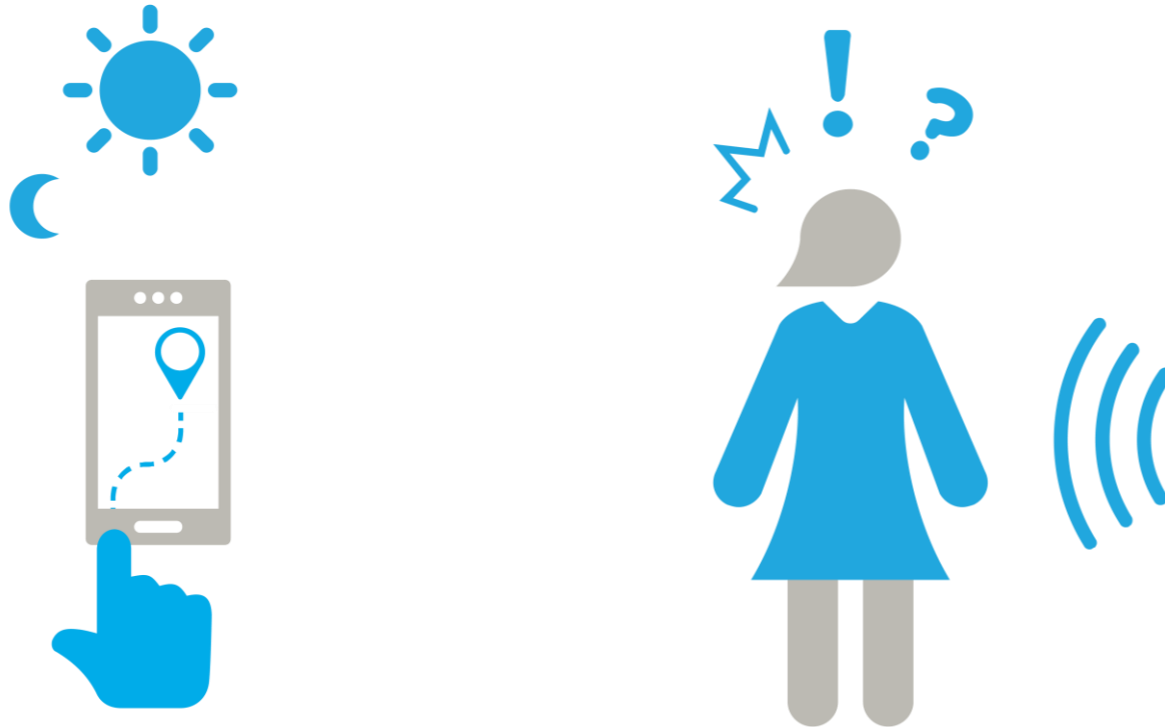
Kjønn og reisemønstre



1. Kvinner har kortere reiser per tur enn menn
2. Kvinner har flere stopp og bytter langs en reise enn menn som oftest har et enklere A til B-reisemønster

3. Kvinner har flere følgereiser enn menn og/eller bærer med seg varer eller annen nødvendig bagasje

Kjønn og opplevelser innen mobilitet



1. Kvinner bekymrer seg i større grad enn menn for trakassering
2. Kvinner tenker i større grad enn menn på rute og tidspunkt på døgnet de reiser

Data fra spørreundersøkelse i 7 hovedsteder

GANGE



- Kvinner går mer enn menn



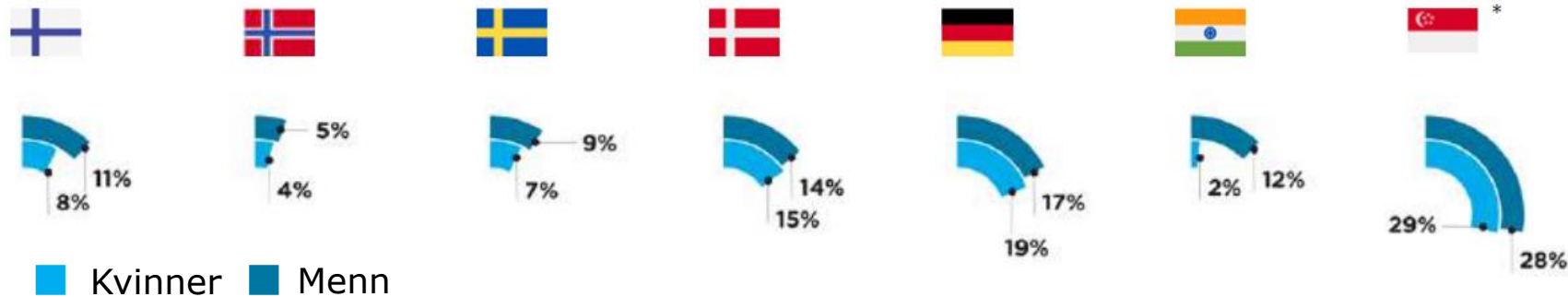
- Flere kvinner enn menn assosierer det å gå med ordet «aktiv»
- Flere menn enn kvinner assosierer det å gå med ordet «sakte»
- Kvinner mener i større grad enn menn at «det å reise med dagligvarer og annen bagasje» og «opplevd trygghet» er en utfordring og bekymring når det kommer til å gå



SYKKEL



- Kvinner sykler mindre enn menn der det er manglende eller dårlig sykkeltilrettelegging



- Menn vurderer seg selv som mer erfarne syklister
- Kvinner assosierer i større grad enn menn sykling med «bærekraftig»
- Kvinner identifiserer i større grad enn menn «trafikksikkerhet» som en bekymring knyttet til sykling
- Kvinner mener i større grad enn menn at «det å reise med dagligvarer og annen bagasje» er en utfordring og bekymring når det kommer til å sykle

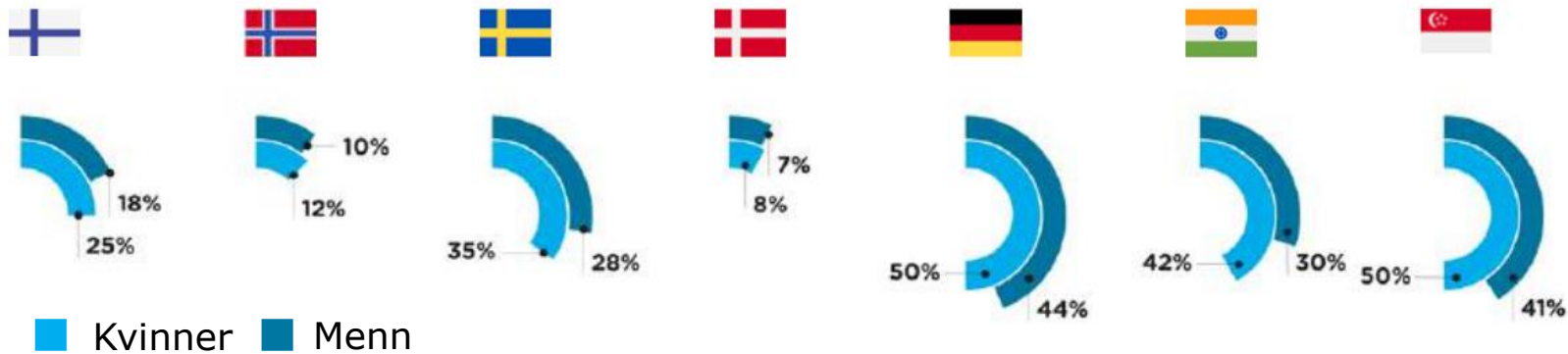


Kilde: starsinsider.com

KOLLEKTIVTRANSPORT



- Kvinner bruker offentlig transport mer enn menn



- Kvinner assosierer i mye større grad enn menn «Corona» med offentlig transport
- Kvinner identifiserer i mye større grad enn menn «opplevd trygghet, frykt for trakassering og overgrep» som en bekymring knyttet til kollektivtransport



Kilde: nettavisen.no

Liknende tanker og strategier for kvinner i alle land

- Frykt og opplevelser av trakassering
- Utforming av gater, holdeplasser og stasjoner påvirker følelsen av trygghet
- Sykling oppleves styrkende (empowering)
- Teknologi gjør transport og mobilitet enklere og tryggere

“Having a female driver will make me feel safe and would make it more attractive to use the bus more often.”

“The more infrastructure is developed for cycling, the more I will be riding my bicycle.

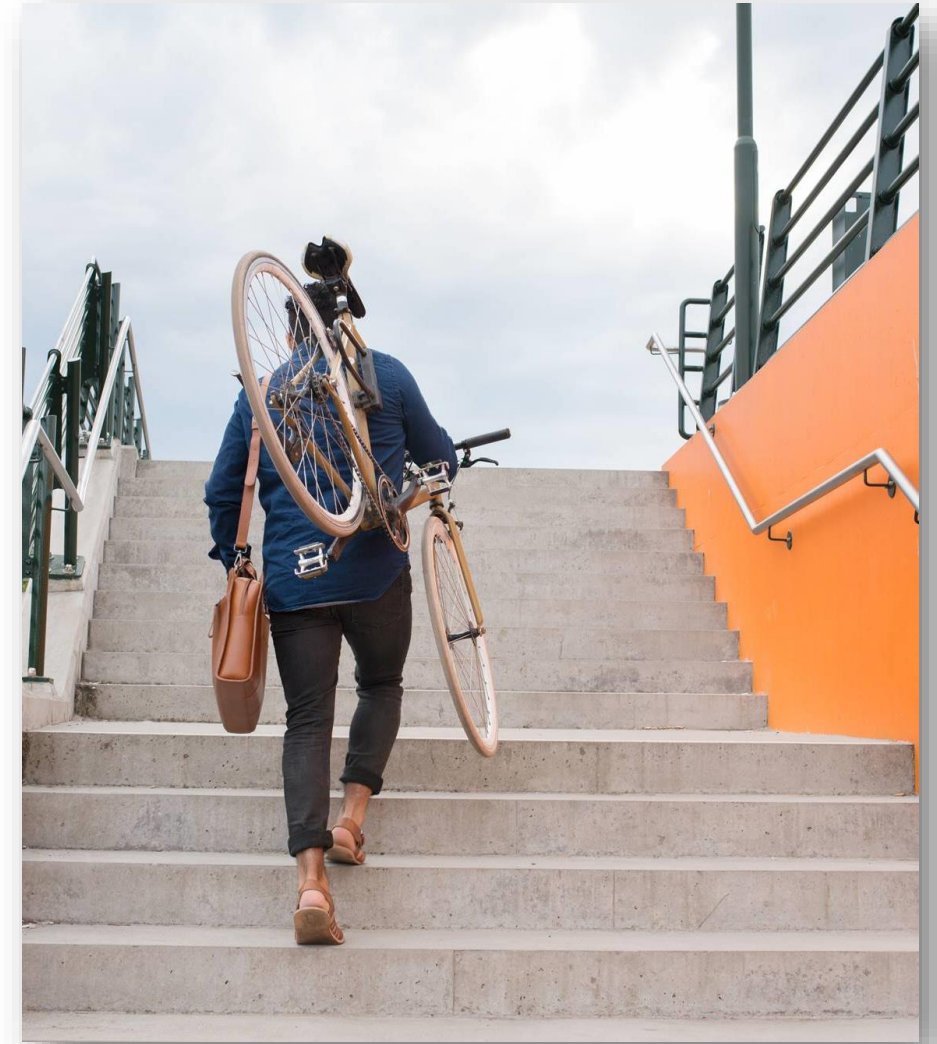
“Public spaces feel very different during the day and at night in the dark. In daylight narrow streets, small cozy spaces with seating areas and greenery is very nice and welcoming. But at night in the dark those places make me unfordable. I can't see if people are hiding there.

“On the bike I can get away fast, but in the train, I'm stuck. And I often wonder if someone would interfere if a situation occurred. On the bike, I'm in control!



Anbefalinger

- Inkluder kjønns-likestilling som en strategisk tilnærming for å vurdere implikasjonene av enhver planlagt handling eller lovgivning for både kvinner og menn på alle områder og på alle nivåer.
- Inkluder innsamling og analyse av kjønnsdelte data i planlegging og design.
- Inkluder innsamling og analyse om brukerbehov, utfordringer og bekymringer i planlegging og design. Bare når vi klarer å forstå behov kan vi skape likestilte transportsystemer og mobilitetstjenester.
- Ikke gjør kvinner til ofre, men inkluder sikkerhet og trygghet i utformingen av løsningene – ikke som et tillegg for å imøtekomme kvinner som en gruppe med spesielle behov, men som en integrert del av løsningen.
- Iverksett spesifikke og målrettede tiltak for å imøtekomme og inkludere kvinner på alle nivåer i transportsektoren. En bedre kjønnsbalanse på alle nivåer i transportsektoren er en forutsetning for en mer likeverdig, trygg, inkluderende og bærekraftig transport og mobilitet.



Takk!



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