

KØN, LIGESTILLING OG MOBILITETS PLANLÆGNING

Caroline Samson & Alexandra Porrazzo

In general, in the transport sector, it is a male dominated sector. As soon as I move to more mobility and especially sustainable mobility, women come into the picture"

(Wierwisch, 2020)

"I definitely feel that Sweden is much more into this subject [gender] than we are in Denmark. And maybe this is - I'm just making a disclaimer because now I'm being very Danish, right? My feeling towards this is: just make some safe infrastructure for everyone"

(Hjuler, 2020)

"I think it's both the people that are saying, 'gender equality is a thing in Denmark - it's not a problem - things are going very well - I don't see the problem myself - and we are well educated people, we have solved that problem', and the people who are thinking, 'if we go down that road and take that discussion, then we will be labeled as the feminists'"

(Schneider, 2020)

Gendered transport planning: how Danish transport planning processes blackbox gender

"You won't get anywhere with the 'F-word [feminism], in Denmark at least"

(Bodding and Wille-Carin, 2020)

"We talk in no way about gender when we plan something - in no way"

(Nielsen, 2020)

Alexandra Pickett Porrazzo
Caroline Samson

Sustainable Cities - Aalborg University
Master's thesis
June 2020

"I think the more diverse kind of design teams and user groups and input you can get, the better the project will be"

(Winther, 2020)

"I'm actually quite confident that we will explore it more because we are going to get more opportunities with our new systems"

(Højden, 2020)

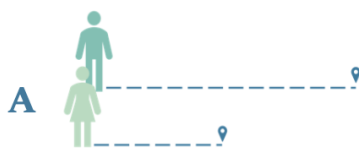


Figure 1: Transport pattern A

Women are more likely to travel shorter distances than men

(Breengaard and Oldrup, 2009; Christiansen and Baescu, 2019; CIVITAS, 2014; De Madariaga, 2013; EIGE, 2016; Frändberg and Vilhelmson, 2011; Sovacool et al., 2018)



Figure 2: Transport pattern B

Women are more likely to escort other passengers, such as children and elderly people

(Christiansen and Baescu, 2019; CIVITAS, 2014; Greed and Reeves, 2005; Hjorthol and Næss, 2006; Sovacool et al., 2018)

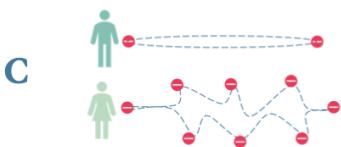


Figure 3: Transport pattern C

Women are more likely to trip chain

(Breengaard and Oldrup, 2009; CIVITAS, 2014; Damyanovic et al., 2013; De Madariaga, 2013; EIGE, 2016; Frändberg and Vilhelmson, 2011; Greed and Reeves, 2005; 'Women Mobilize Women', n.d.)



Figure 4: Transport pattern D

Women tend to travel shorter distances to work

(CIVITAS, 2014; Hjorthol and Næss, 2006; Næss, 2008; Sandow and Westin, 2010)

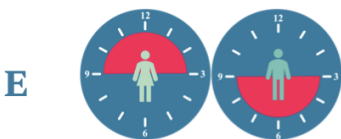


Figure 5: Transport pattern E

Men are more likely to travel for work-related trips during rush hours

(Beall, 1996; CIVITAS, 2014; EIGE, 2016; Greed and Reeves, 2005)



Figure 6: Transport pattern F

Women are less willing to travel after dark

(EIGE, 2016)



Figure 7: Transport pattern G

Women tend to walk, bike, and use public transport more than men

(Breengaard and Oldrup, 2009; Christiansen and Baescu, 2019; CIVITAS, 2014; De Madariaga, 2013; Frändberg and Vilhelmson, 2011; Gauquelin, 2020; Hjorthol, 2008; Jørgensen, 2008; Kronsell et al., 2016; Næss, 2008; Sovacool et al., 2019)



Figure 8: Transport pattern H

Women are more willing to adapt to more sustainable transport modes than men

(CIVITAS, 2014; EIGE, 2016; Hjorthol, 2008; Kronsell et al., 2016; Polk, 1998; Sovacool et al., 2018)



Figure 9: Transport pattern I

Men tend to use cars, motorcycles, e-scooters, segways, scooters, and skateboards more than women

(Christiansen and Baescu, 2019; CIVITAS, 2014; Damyanovic et al., 2013; De Madariaga, 2013; Frändberg and Vilhelmson, 2011; Gauquelin, 2020; Sovacool et al., 2019)



Figure 10: Transport pattern J

Men are more likely to own a car – both combustion and electric – than women

(Beall, 1996; CIVITAS, 2014; EIGE, 2016; Greed and Reeves, 2005; Sovacool et al., 2019)



Figure 11: Transport pattern K

Men are more likely to use sharing-services, such as bike-sharing and car-sharing

(Alonso-Almeida, 2019; Breengaard, 2020)



Figure 12: Transport pattern L

Women have stronger preferences for safety and convenience when driving a car – often preferring smaller, more fuel-efficient, and less expensive cars – compared to men

(Sovacool et al., 2019, 2018)



Figure 13: Transport pattern M

Women tend to be safer drivers

(CIVITAS, 2014; EIGE, 2016; Jørgensen, 2008; Prati et al., 2019; Sovacool et al., 2019)

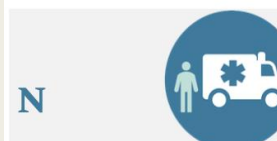
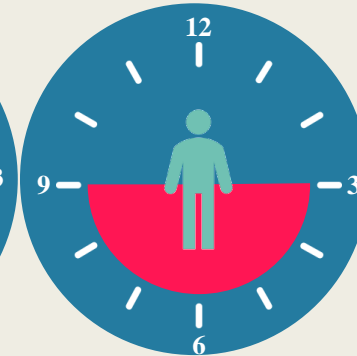
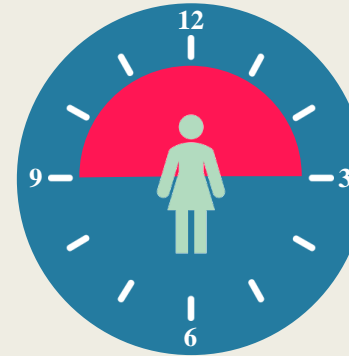
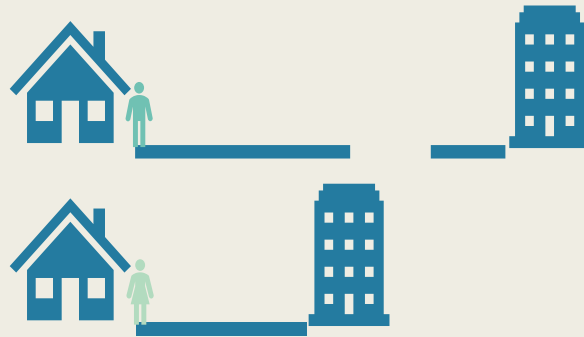
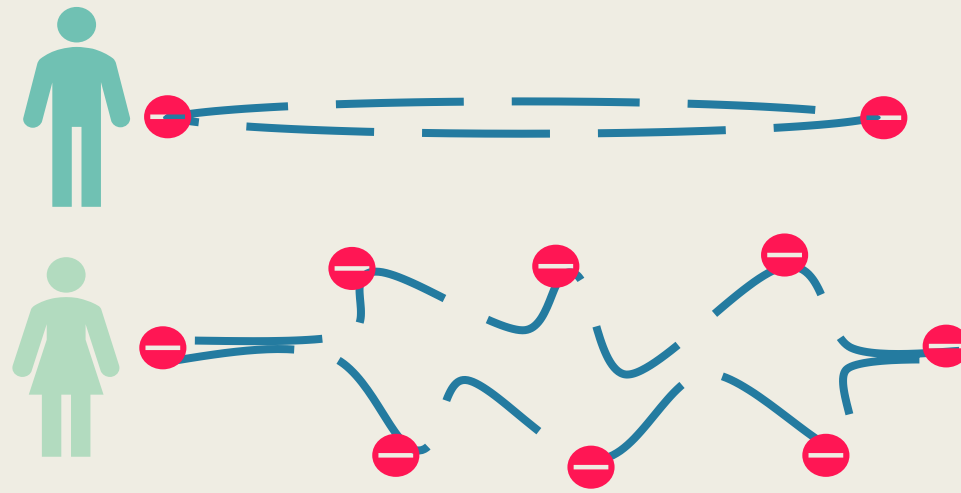
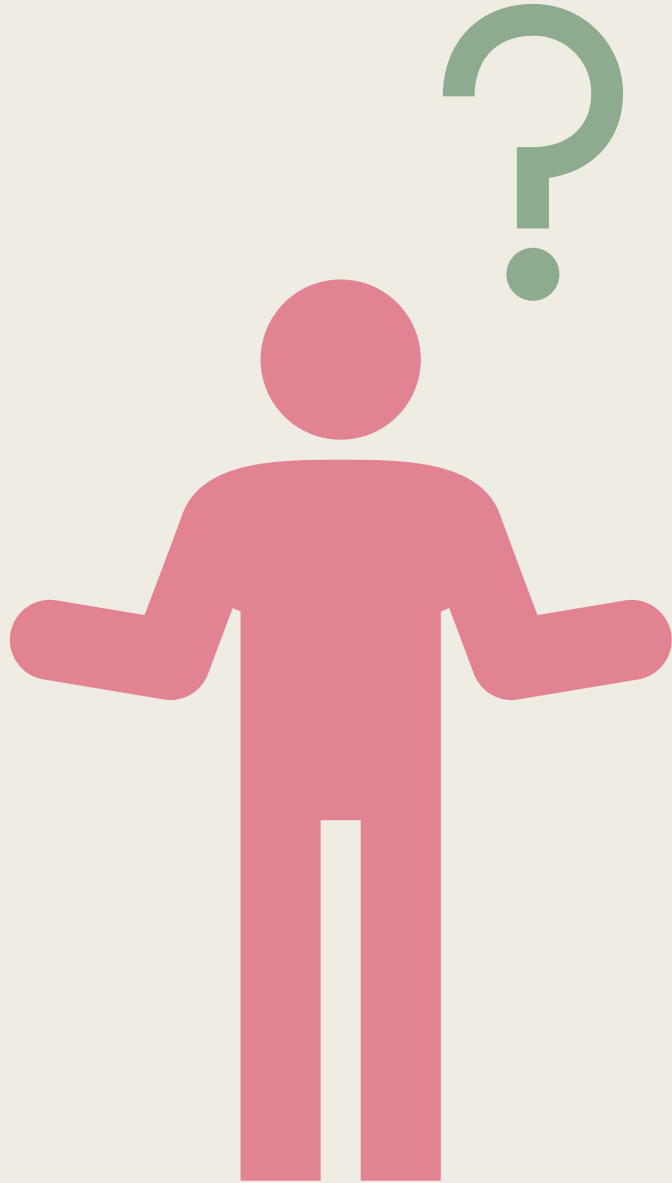


Figure 14: Transport pattern N

Women are less likely to be involved in car crashes, but are more likely to be injured than men when involved in car crashes

(Forman et al., 2019; Transportation Research Board, 2006)



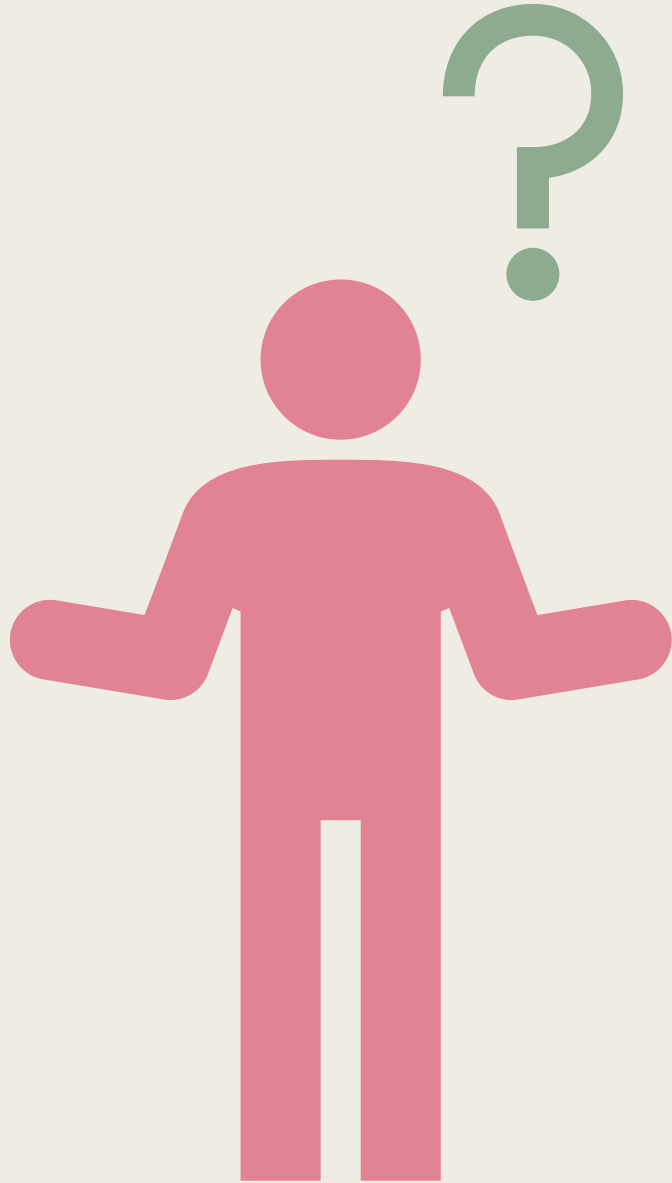


- **Sikkerhed**

- Oftest kvinder, ældre og svage har større sandsynlighed for at blive antastet – og har en iboende frygt for at blive det → kvinder kan ikke lide at rejse når det er mørkt
- Kvinder har mindre sandsynlighed for at være ude for en ulykke grundet mere respekt for loven, men når det går galt, bliver kvinder mere skadet end mænd (da kvinder oftest er fysisk mindre end mænd, hvilket biler ikke er designet til)

- **Feminine og maskuline normer**

- Mænd er mere vild med teknologi → bruger oftere bilen (el og konventionelle) og dele-services
- Kvinder går mere op i bæredygtighed → bruger cyklen of offentlig transport



...

- **Betalt arbejde på arbejdsmarkedet**

- Flere kvinder arbejder deltid → rejser uden for myldretid
- Får mindre i løn pga. deltids arbejde og manglen på mulighed for udvikling (grundet deltid) → flere mænd ejer en bil & bruger offentlig transport og cykel
- 'Kvindearbejde' (fx skole, sygepleje) findes også i lokal områder – 'mandearbejde' (fx finans) findes oftes kun i store byer → mænd rejser længere for job

- **Ubetalt arbejde**

- Kvinder 'passer' egne børn og står for husholdningen → transportere andre i transporten & gør mange stops

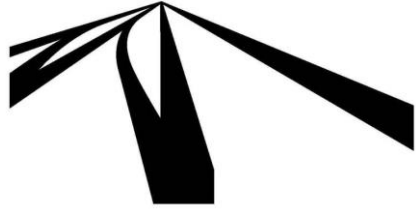
Planlægning

- For få kvinder der arbejder med transport planlægning – vi er ALLE bias!
 - Fx ud af i alt 61 transport ministre, har vi haft 3 kvinder
- Mangel på viden om sammenhængen
- Mangel på viden om den historiske planlægning – vi lægger ‘lag’ oven på et system der er bygget til at transportere manden i hans bil

... men alder, indkomst, social status, etnicitet mm kan også forklare dele af det.



banedanmark



**GOTTLIEB
PALUDAN**
ARCHITECTS

RAMBOLL

Metro

SHARENOW



**Region
Hovedstaden**

**SUPER
CYKELSTIER**



ARUP

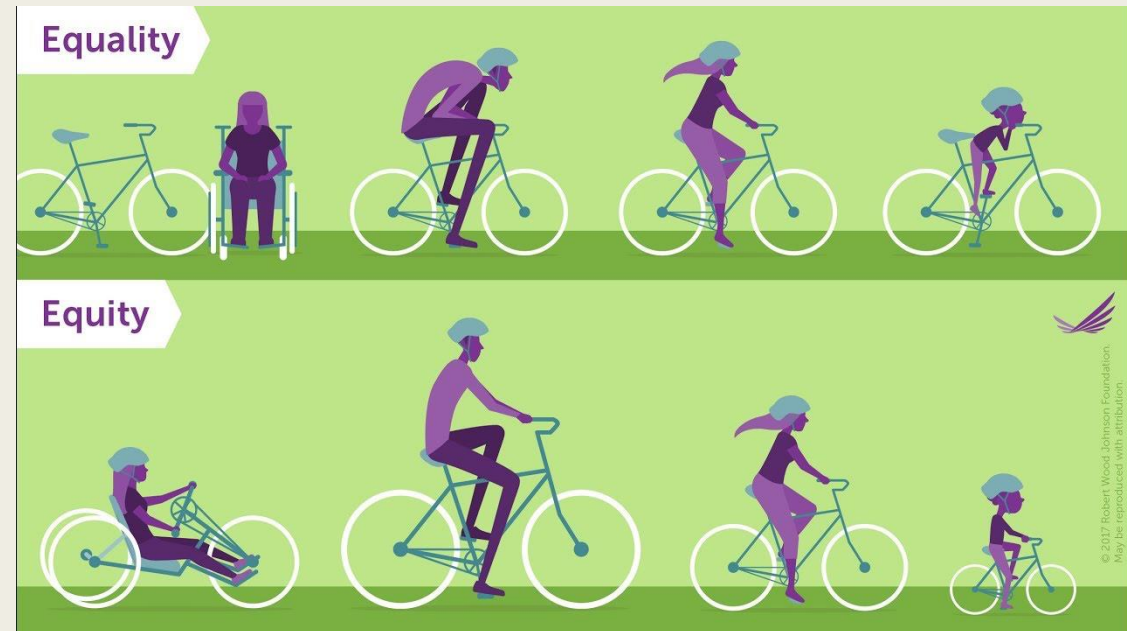
DSB



NEJ

Hvorfor?

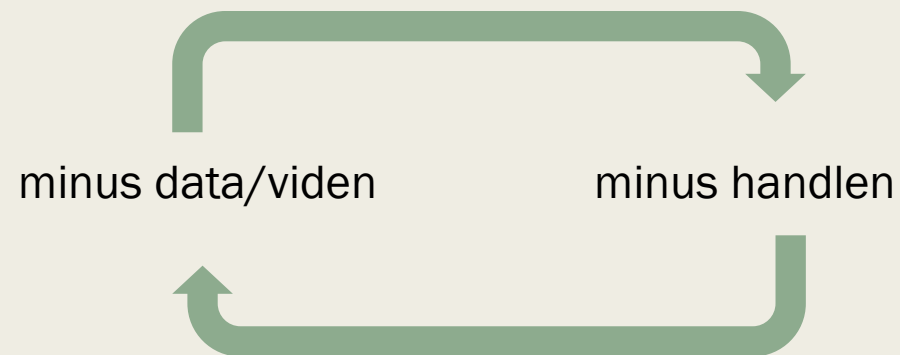
- De planlægger for 'alle' ... men hvem er 'alle'?
- De simplificerer også – der tages højde for én slags brugere fx pendlere, samt der tages højde for folk med reduceret mobilitet
- Lige muligheder til alle – men det giver ikke ligestilling



NEJ

Hvorfor?

- Der bliver ikke indsamlet køns-inddelt data – der mangler viden



- ... og hvis vi havde viden, hvad skal vi så gøre med den?

NEJ

Hvorfor?

"vi har jo ligestilling i Danmark"

"nej jeg vil ikke kaldes feminist"

"vi gør kvinder svage"

"usikkerhed gælder jo for alle køn"

This thesis has exposed the extent to which and why gender is blackboxed in Danish transport planning. It has described a specific transport planning culture which future studies can use to ask how gender can be introduced into Danish transport planning. It has also, however, uncovered some themes which start to answer that question. This list of eight recommendations builds off of the knowledge about what planning processes currently blackbox gender, in addition to taking the reasons why gender might otherwise be blackboxed into account. Hopefully these recommendations are thereby relevant to and achievable for Danish transport planners.

1. Evaluate gender gaps in data collection and analyses

Collecting and asking for disaggregated data gives power to transport planners to choose when it is significant to act on gendered differences, and when it is not. However, many transport planners do not currently make or receive gender disaggregated data, or analyses which consider the relevance of gender. So, collect and ask for it if possible so that at least one more dimension of 'everyone' can be taken into account.

2. Invest in tools and procedures which value non-commuters and trip chaining

In order to provide equal support and access to women and men, transport planners should work to invest in tools, and develop practices, which value more nuanced transport patterns. Not only will this increase gender equality in transport today, but it could support gender equality in the future as men continue to take on a larger portion of unpaid work.

3. Increase representation of women in all parts of the organization

Increased gender diversity on planning teams has been identified as a driver of more gender sensitive, and better, planning. In order to capitalize on this, transport planners should consider developing quotas or goals for equal representation of women and men in each department or sector of their organization.

4. Research on social, economic, and environmental impacts of gender

Knowledge on specific impacts of gender considerations for the transport sector in Denmark is lacking. Transport planners have an opportunity to both play a role in filling that knowledge gap, and also to gain useful

knowledge for their organizations. Seek out opportunities to learn more by working with internal research groups, seeking industrial PhD students, and strengthening partnerships with a wide range of universities; this could help develop the more qualitative side of transport.

5. Include gender in sustainability agendas and evaluation of SDGs

Gender equality in transport is closely connected with both social and environmental sustainability. Furthermore, gender equality is SDG 5. So, include gender in any existing sustainability agenda or SDG targets; attaching gender to a larger agenda may ward off external skepticism.

6. Utilize benefits of an international company as a way to circumvent Danish norms

Danes are not good at talking about gender inequality. In organizations that have international branches, gender can be studied in all of those branches as a way to argue for gendered research. Collaboration and knowledge sharing between branches about this gendered research could lead to new methods of studying gender and deepened comparative knowledge.

7. Hold workshops within organization

Engage colleagues and work with them to learn more. Put together workshops and utilize internal diversity groups. Start internal conversations about the ways in which gender matters. The gender gap is large, but by starting internally, it can start to be filled.

8. Ask if there is a gender impact

One way to start planning for both women and men is to ask whether there are gendered differences or impacts of each decision you make. When planning a route, designing a station, creating a project group, and putting together a marketing campaign, ask if and how that plan, design, group, or campaign impacts, benefits, or affects women and men differently.