

The logo for Ramboll, featuring the word "RAMBOLL" in a bold, blue, sans-serif font. The letter "O" is stylized with a white checkmark-like shape inside it. The logo is set against a white rounded rectangular background.

Bright ideas.
Sustainable change.

GENDER & MOBILITY

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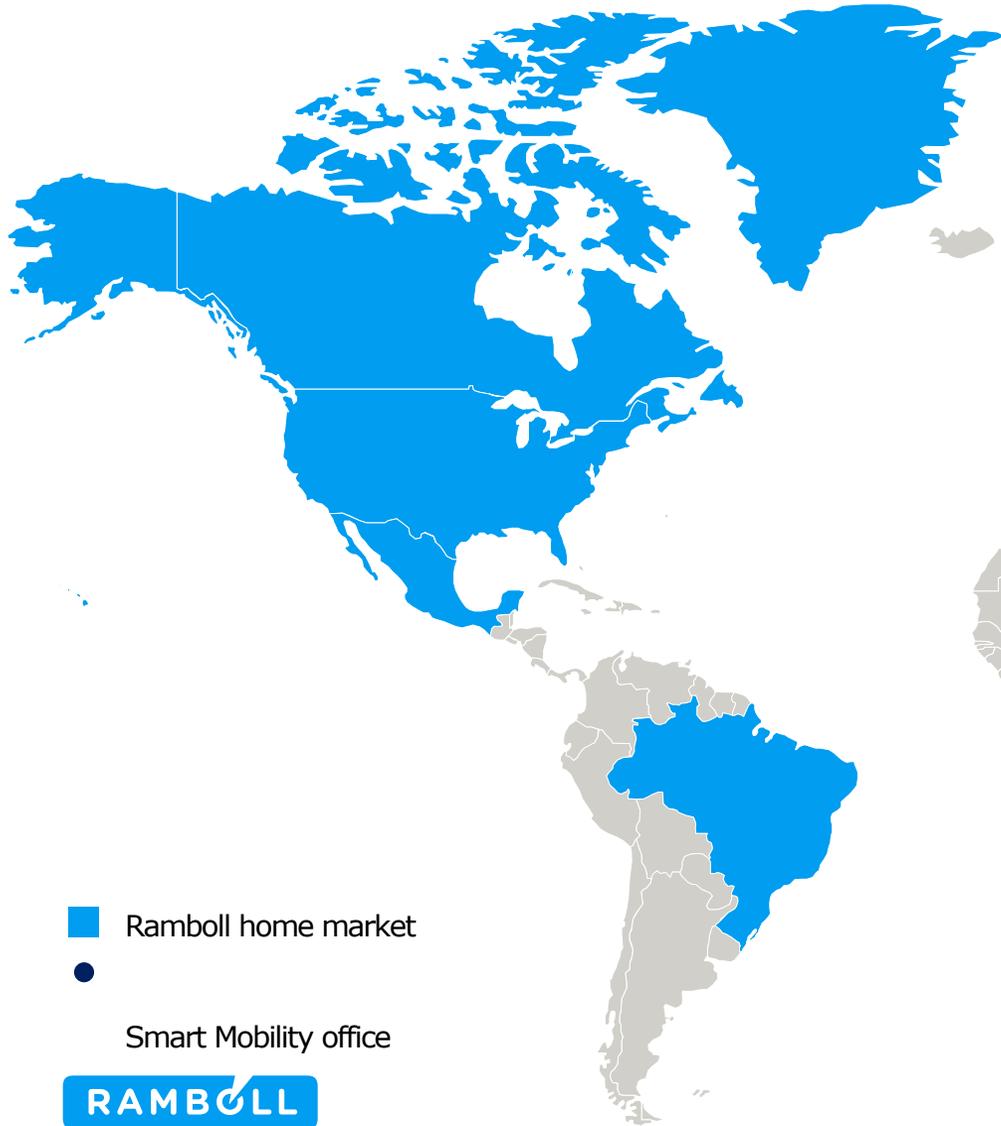
MARKET MANAGER, SMART MOBILITY RAMBOLL

*Chair of Cycling
Embassy of Denmark*

RAMBOLL

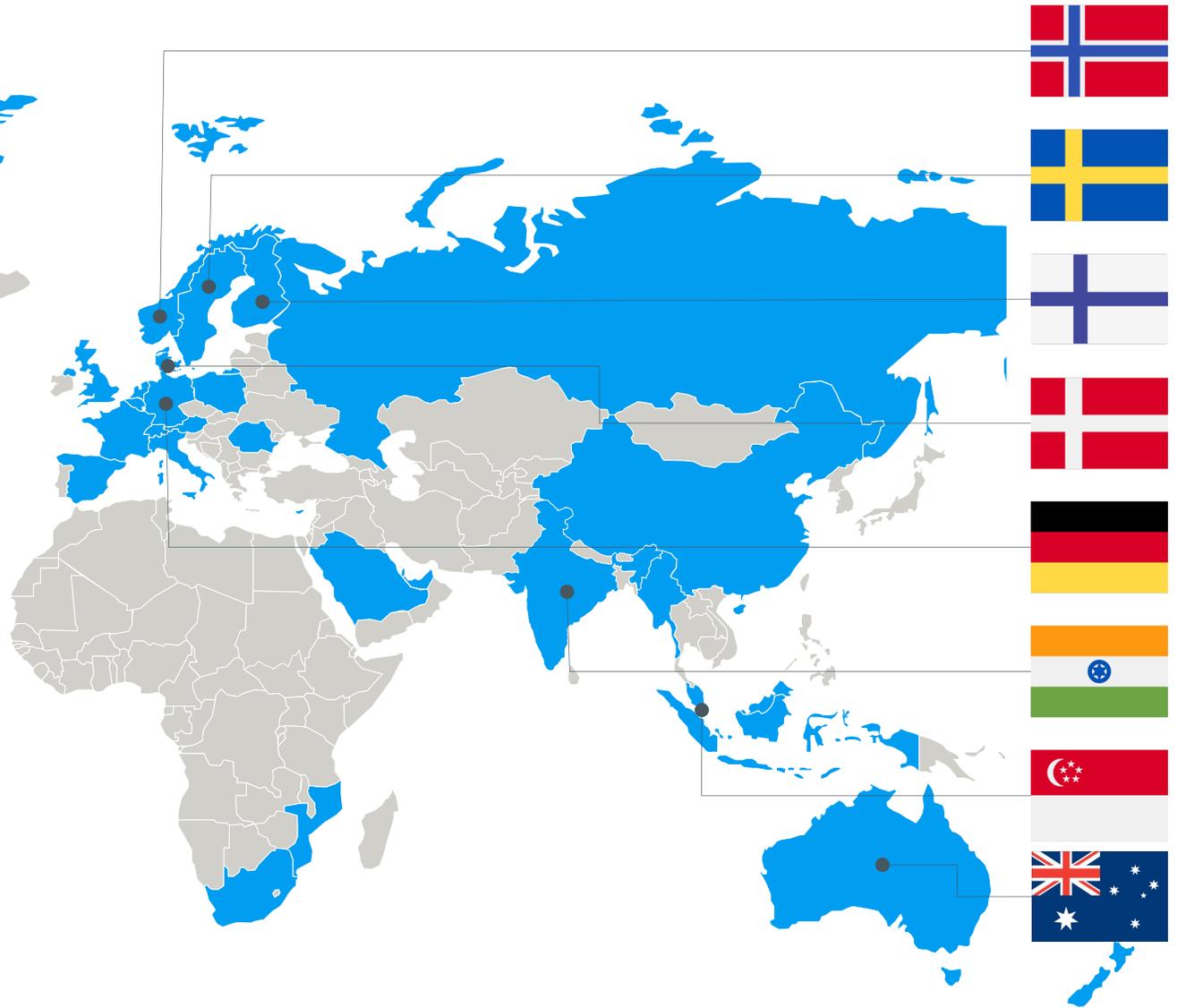


Ramboll Smart Mobility



 Ramboll home market

 Smart Mobility office



GREEN PAPERS 2019, 2020 AND 2021





GENDER AND (SMART) MOBILITY

GREEN PAPER 2021

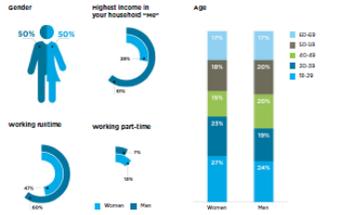
RAMBOLL Bright Ideas. Sustainable change.

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 5222 respondents in the capital area of Helsinki, Oslo, Stockholm, Copenhagen, Berlin, Delhi and Singapore (2021) in each during the period of 14-22 December 2020.

In the following we present selected results aggregated by gender covering all capitals combined and make these results the focal results in the local capitals. The gender aggregated results for the local surveys are available separately by capital as appendix.

DEMOGRAPHY



HAS A VALID DRIVER'S LICENSE



INTERVIEW WITH HANNAH-LISA HÄNNISTÖ-FURK

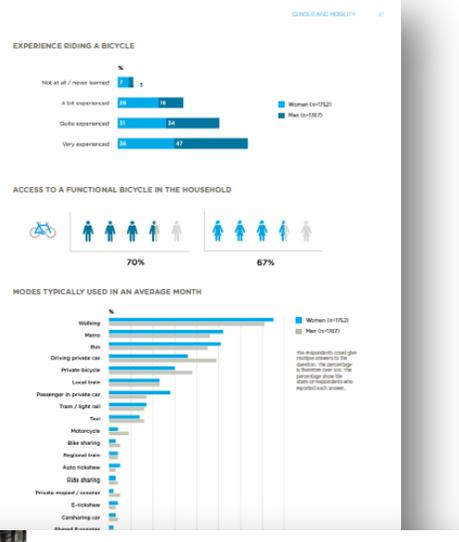
GENDER AND MOBILITY IN FINLAND

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 dividing factors which explains differences in mobility behaviour. Over time, changes 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 mass transit, 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 research on gender and mobility. Historian **HANNAH-LISA HÄNNISTÖ-FURK** points out that even though we see the differences in mobility patterns of men and women, we have not acknowledged its importance.

TIRJA HÄNNISTÖ-FURK
Ms. Tirja Hännistö-Furk received her Doctoral diploma in 2014 and has been granted a docent title in History at the University of Turku, Finland. She has studied environmental issues and gender roles in urban mobility and public space. She has concluded a historical research study focusing in role of gender in walking by studying thousands of street photographs taken between late 19th century to late 20th century in the city of Turku. In the research she studied walking and cycling, transport mode changes and their evolution through time, spatially, and by gender.



EXPERIENCE RIDING A BICYCLE

Not all of us never learned to ride a bicycle. The percentage of people who have learned to ride a bicycle is higher for men than for women. The percentage of people who have learned to ride a bicycle is higher for men than for women.

ACCESS TO A FUNCTIONAL BICYCLE IN THE HOUSEHOLD

70% of households have access to a functional bicycle. 67% for men and 70% for women.

MODES TYPICALLY USED IN AN AVERAGE MONTH

Walking, Metro, Driving private car, Private bicycle, Local train, Passenger in private car, Taxi, Motorcycle, Bike sharing, Regional train, Auto rickshaw, Odi sharing, Private rental / scooter, E-bike/sharing, Carsharing, Shared E-scooter.

STATISTICS SHOW THAT FINNISH WOMEN TRAVEL DIFFERENTLY THAN MEN BUT SPEND MORE TIME TRAVELLING

Statistics show that Finnish women travel differently than men but spend more time travelling. Women also make more daily trips than men. Normal daily trips include going to work, shopping, and errands. The percentage of people who have learned to ride a bicycle is higher for men than for women. The percentage of people who have learned to ride a bicycle is higher for men than for women.

FEMININE MOBILITY CHOICES ARE MORE SOCIAL AND SUSTAINABLE

Historically Finnish transport system hasn't promoted all mobility choices equally. The Hännistö-Furk work since the mid-twentieth century, city planning has facilitated and encouraged improving to be an efficient way that promote the use of personal car. Furthermore, in this paradigm, sustainable mobility choices and other feminine mobility patterns were ignored and harmed in the car-centric city planning. Knowledge 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 a family car in Finland. Even the lower share of women's driving license ownership doesn't fully explain the differences. Historically the same kind of system can be seen for example in the way in which working men controlled the use of one separate 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 modes of mobility. As a result, women travel more often by several modes than men.

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

1. The gender of walking: female pedestrians in street photographs 1850-1950 (2015)
2. The Gendering Sustainable Mobility Practices: A Visual History of Turku's Streetscape 1850-1950 (2020) Publisher: A U-turn to the Future, a Sustainable Urban History since 1850, Singapore, Books.

RAMBOLL FONDEN

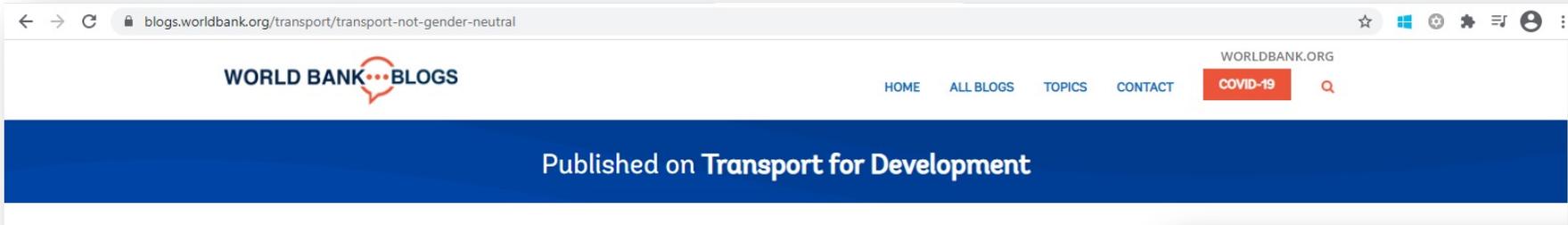


Region Stockholm



[Link to report](#)

INTERNATIONAL RESEARCH SHOWS



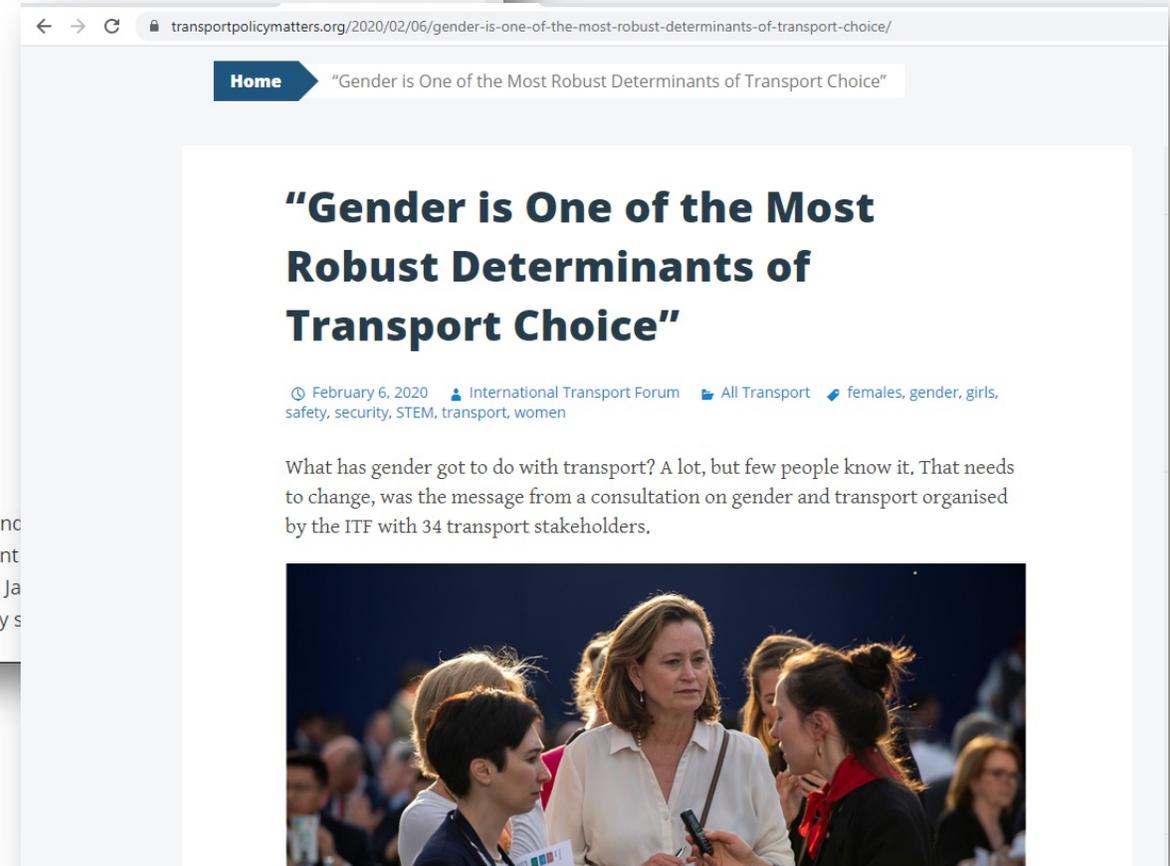
Transport is not gender-neutral

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

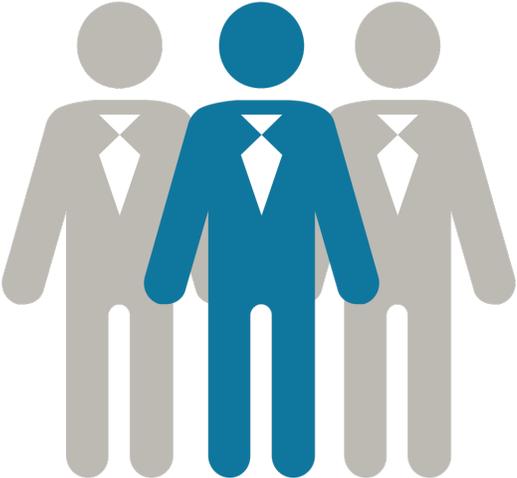
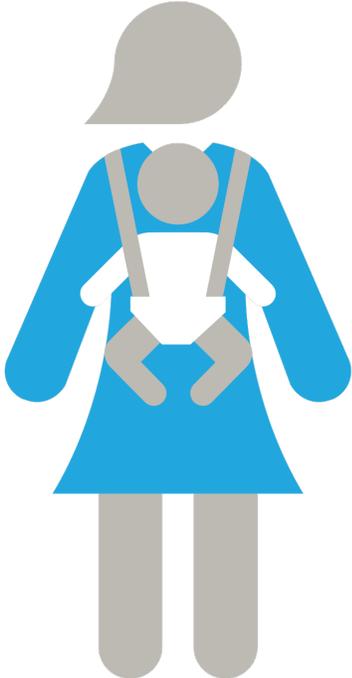
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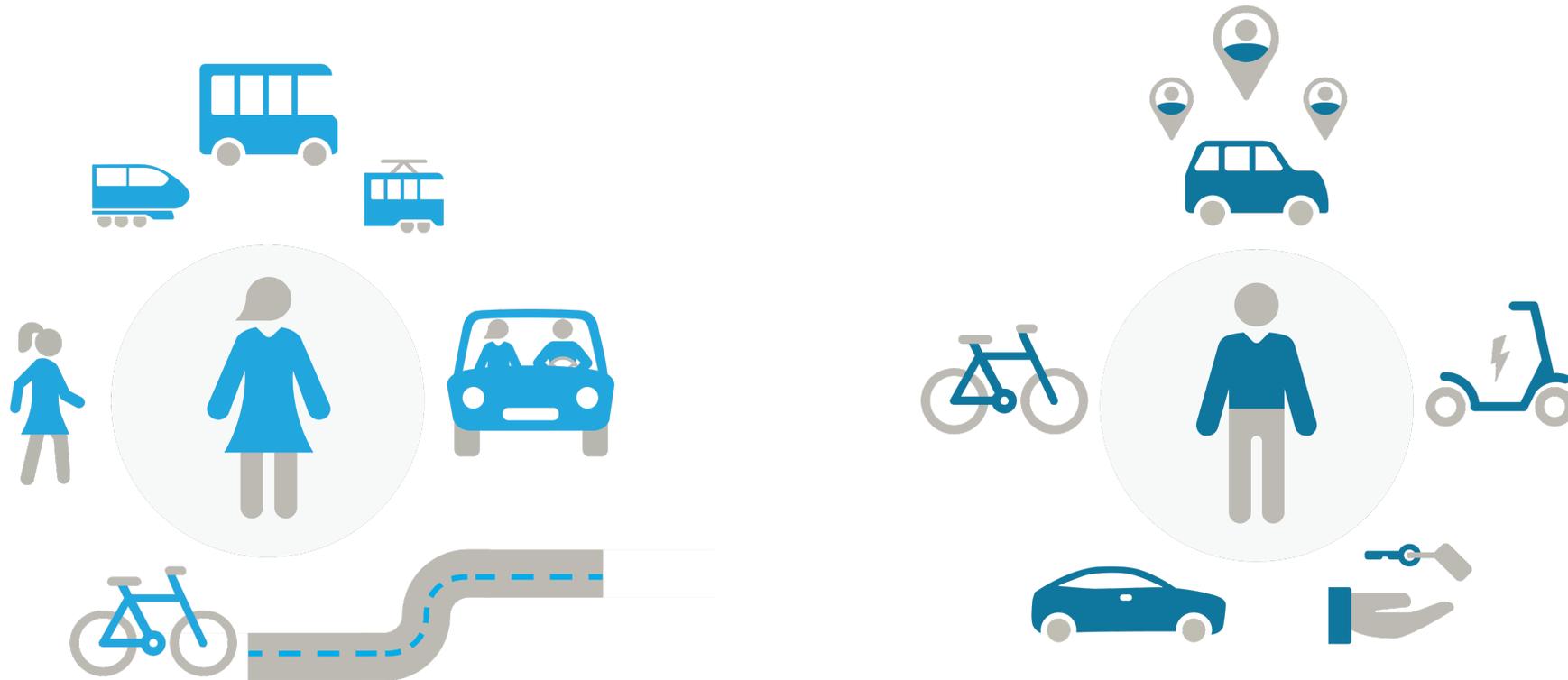
Transport is not gender-neutral. This was the key message that came out of a high-level gender discussion co-hosted by the World Bank and the World Resources Institute during the recent Transforming Transportation 2018 conference, which was held in Washington DC between January 11-12, 2018. This was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



STRUCTURAL DIFFERENCES



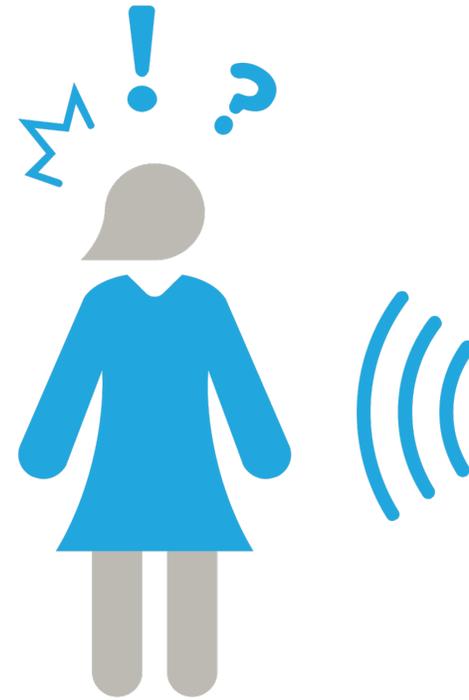
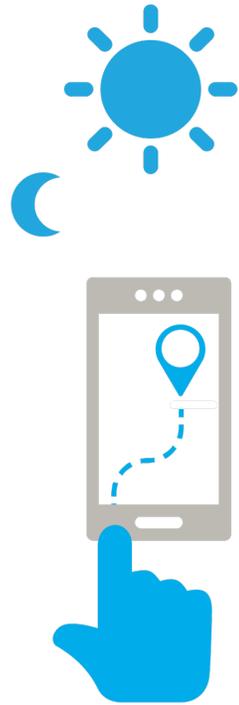
MODES



TRAVEL PATTERNS



ROUTE / TIME OF DAY / FEAR OF HARASSMENT



CYCLING

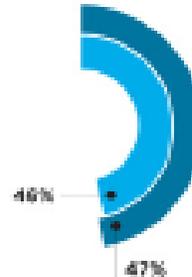
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Women are considered an “indicator species” for bike-friendly cities for several reasons. First, studies across disciplines as disparate as criminology and child rearing have shown that women are more averse to risk than men. In the cycling arena, that risk aversion translates into increased demand for safe bike infrastructure as a prerequisite for riding.

Dr Jan Garrard, Deakin University, Melbourne

WHICH CHALLENGES AND/OR CONCERNS DO YOU HAVE IN RELATION TO CYCLING?

1 Weather conditions



2 Traffic safety



3 Travelling with groceries, bags, etc.



■ Women (n=833)

■ Men (n=795)

FOCUS GROUP INTERVIEWS REVEAL

- 40 women in 7 capitals
- Identical testimonials about...
 - the strategies they have developed when walking and using public transport at night
 - their fears and experiences of harassment
 - how design of streets, stops and stations influences their feeling of security
 - the need for safe cycling infrastructure
 - how cycling is empowering
 - how technology makes transport and mobility easier and safer

“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.

VUOKKO

“

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!

CHARLOTTE, COPENHAGEN

“

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.

ANNA, COPENHAGEN

WOMEN IN TRANSPORT

Only **22%**
of transport workers are **women!**

Share by gender and transport mode:



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