The Consortium on Gender, Security and Human Rights created this bibliography to provide a guide to the landscape of research-based knowledge on the relationship between roads, transportation, mobility, and gender. Our goal is to provide the policy, activist and scholarly communities with improved access to the findings of academic research, as well as to a curated selection of the extensive and valuable resources produced by NGOs, policy agencies and international organizations.
Art and Artists’ Responses to Gender, Armed Conflict and Human Rights

Climate and Ecological Crises:
- The Climate Crisis: Gendered Impacts, Women’s Agency, and Feminist Analyses
- Feminist Engagements with Green New Deals
- Food Security, Gender and the Climate Crisis
- Masculinities, the Environment, and Technological “Solutions” to the Climate Crisis
- Migration, Gender and the Climate Crisis

Disarmament, Demobilization, and Reintegration (DDR) and Gender in Colombia / Desarme, desmovilización y reintegración (DDR) y Género en Colombia

Selected English and Spanish Language Sources

Ecofeminism

Environmental Disasters: Gendered Impacts and Responses

Extractive Industries: Gender Analyses

Feminist Critiques of the Sustainable Development Goals

Feminist Foreign Policy

Feminist Political Ecology and Feminist Ecological Economics

Gender and Security in Afghanistan, India and Pakistan

Gender Responsive Budgeting and Gendered Public Finance

Infrastructure:
- Energy Infrastructure: Gendered Analyses
- Roads, Transportation, Mobility and Gender
- Water Infrastructure, Gender and Development

Land:
- Land Grabbing, Large-Scale Land Acquisition and Gender
- Land Rights and Gender
- Land Tenure and Gender
- Los derechos a la tierra, el despojo y el género

Land Rights, Land Grabbing & Gender: Spanish Language Sources
- Os direitos à terra e o gênero

Land Rights and Gender: Portuguese Language Sources

LGBTQ+ People in Militaries, Wars and Post-War Settings

Masculinities and Armed Conflict

Masculinities and Peacekeeping

Masculinity and Gendered Concepts of Honor, Shame, Humiliation and Vulnerability (focusing on the Middle East)

Private Military and Security Companies: Gendered Perspectives

Sexual Violence and Armed Conflict

Taxation, Tax Justice and Gender Equality

Please check the website for new bibliographic resources posted since this one was published.
The **Consortium on Gender, Security and Human Rights** created this bibliography to provide a guide to the landscape of gendered research on roads, transportation, and mobility. Our goal is to bring together sources useful in thinking about how to rebuild physical infrastructure in postwar countries in ways that will contribute to gender-just sustainable peace. Because the literature explicitly linking gender analysis of roads, transportation, and mobility with postwar settings is still quite sparse, this bibliography casts a wider net. The sources we have chosen explore issues we think are important to address as part of postwar reconstruction, even though the authors are frequently not focused on postwar contexts at all. Thus, the research herein addresses issues related to: difficulties that women and children face when they live in communities that are inaccessible by main roads and highways; the ways that transportation infrastructure projects are affected by the inclusion or exclusion of gender considerations; and the impacts of policy, culture, and safety on women’s mobility.

Although Consortium bibliographies are primarily focused on academic research, in this case we have decided to include sections for non-academic resources, including newspaper articles, blog posts, and reports from non-governmental and human rights organizations. Thus, the bibliography is divided into three core topics—roads, transportation, and mobility—and within each, there are separate sections for academic and non-academic sources.

Consortium interns Julia Canney, Natasha Karunaratne, and Jasmine Wallack undertook the primary research for this bibliography, with additional contributions from Shannon Bownes, Tomesha Campbell, Nicholas Guthrie, Laura Beth Hooper, Amy Loper, Svenja McGrath, Anis Mebarki, Yael Nevo, Hallie Nothmann, Isabelle Scarborough, and Consortium staff members. Entries include citations, and, insofar as possible, abstracts or summaries. If you are familiar with resources that you think should be included in the next draft of this bibliography and/or in the Consortium's Research Hub, please send us the citation, and, if possible, the PDF. Resources can be submitted through our website at: [http://genderandsecurity.org/projects-resources/bibliographic-resources](http://genderandsecurity.org/projects-resources/bibliographic-resources).

*This bibliography was created by the Consortium on Gender, Security and Human Rights, as part of our Feminist Roadmap for Sustainable Peace and Planet (FRSPP) project. The FRSPP focuses on the transnational economic actors and processes that tend to deepen the inequalities that underlie armed conflicts and to undermine the prospects for peace that is both politically and environmentally sustainable. Its goal is to provide: forward-looking expert knowledge of those processes; analyses of their impacts on gender relations and other structural inequalities underlying armed conflicts; and recommendations for how to engage and modify those processes to be more supportive of the societal transformations critical to building gender-equitable, sustainable peace. Topics addressed in the FRSPP include, inter alia: the economic recovery policy prescriptions of international financial institutions; extractive industries and natural resource policy; land rights, large scale land acquisition and land grabbing; infrastructure reconstruction; and climate disruption.*
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I. Gender, Roads and Roadbuilding

A. Academic Resources


Abstract:
This study investigated the engagement of men, women spouses (WS) and women heads-of-household (WHH) in the planning and construction of rural roads in two Ethiopian districts of Tigray and Amhara, and the differential impacts of rural roads on the mobility and transport of men, WS and WHH. The fieldwork established that there is a strong demand among women for both road use and employment opportunities in road construction. Compared with men, women demonstrated specific priorities with respect to rural road development, such as access to ambulance services, flat, wide and levelled roads, and improved access to means of transport. Although women’s concerns have been slowly but steadily pushed up the planning agenda, there are gaps between gender provision in rural road development and implementation. The benefits of roads for women can be enhanced by targeting gender mainstreaming provisions to take into account the specific travel and transport needs of WS and WHH. (Abstract from original source)

Keywords: government; infrastructure planning; local government


Abstract:
Many African governments claim that substantial proportions of development budgets are spent on transport infrastructure. However, physical access and mobility continue to be a challenge for rural dwellers. Several studies have attempted to establish the impact of such investments, using quantitative approaches, which are largely impersonal and have little or no direct personal impacts expressed by households. This paper explores household impacts of rural road investments under the Road Sector Development Project (RSDP) implemented by the Government of Ghana between 2002 and 2008. Based on a quasi-experimental design under the “withand-without” framework together with qualitative and participatory methods, the gendered impacts of the RSDP were assessed in selected communities along both “experimental” and “control” road corridors. The study reveals that transport needs and travel patterns in the selected communities are gendered; because they were differentiated for men and women. The paper also reveals the embedded social and economic benefits rural men and women derive from improved
access. For sustained impacts of rural road investments on residents; the issue of gender must be re-negotiated and properly understood. (Abstract from original source)

Keywords: gender; rural transport; accessibility; mobility; rural development; Ghana


Abstract:
The Andean region of Peru covers over one third of the country’s territory and contains about 30% of its total population. Development is constrained by both natural and non-natural barriers, especially in rural areas. Geographic isolation, difficult mountainous terrain, high costs associated with improving transport infrastructure, deficient services, and intermediate means of transport limit the mobility of the rural poor as well as their access to basic services and utilities. Illiteracy rates are high in rural areas; the rate for women (28.2%) is 3 times that of men (9.1%). Responsible de facto for family life activities (education, health, food, recreation, child-care, family relations, etc) and increasingly sharing productive and management roles with men, rural women carry a significant workload. The impact of improved rural roads on gender relations in the Peruvian Andes is highlighted in the present paper, with a focus on the example of the Rural Roads Program. Recommendations are made for more gender-sensitive policy programs in the transport sector. (Abstract from original source)


Abstract:
China’s Belt and Road Initiative (BRI) has a significant impact on the gender equality of receiving countries. It is noted that many BRI countries are facing challenges to realizing gender equality. Nevertheless, China has not developed a gender-mainstreaming or rights-based approach to implement the BRI. Hence, this paper argues that it is China’s international human rights obligation to develop such an approach and the country should adopt a gender policy in its BRI to ensure that its overseas investments and aid programs respect and promote gender equality. First, this paper maps China’s overseas investments and aid globally and particularly in BRI countries, and examines, in general, how the BRI may have an impact on gender equality both globally and in BRI countries. Second, the paper reviews international standards on gender equality in transnational trade and foreign investment and aid projects in the context of international human rights’ norms. It clarifies China’s obligations to promote gender equality within the BRI framework under international law. Third, based on the aforementioned findings, this paper conducts a gap analysis on the gender policy followed by China’s overseas investment and aid programs set within the context of international standards. Finally, the paper recommends some possible policy steps to ensure gender equality is mainstreamed in BRI projects of China. (Abstract from original source)
Consortium on Gender, Security and Human Rights
Roads, Transportation, Mobility and Gender: Bibliography with Abstracts

Keywords: gender equality; Belt and Road Initiative (BRI); China’s overseas investment; foreign aid; human rights


Abstract:
This Translations contribution presents the 10th issue of the series Frei.Räume (in English: Free spaces), edited by the German Feminist Organisation of (female) Planners and Architects (FOPA) in 1998. The issue was titled “New roads – new goals. Positions of feminist planning” and reflected the contemporary discussions on the state of the art of feminism, gender and planning. While progress was recognized, many authors felt uncomfortable with the ways that feminist concerns had been implemented into planning, and they were looking for ways forward. Among the authors were the most important protagonists of the debates at the time. Looking at the issue today, it becomes clear that many concerns are as up to date as they were in the late 1990s, although circumstances have changed. The paper argues that it is worthwhile to pay attention to these feminist debates in order to develop future strategies for feminism in planning. (Abstract from ResearchGate)

Keywords: feminist planners; gender planning; urban gender studies; feminist urban critique; feminist planning critique


Abstract:
High mobility of sexually active population continues to be a risky factor for the spread of STIs and HIV, both in the source and destination sites. This paper analyses the social and cultural determinants for the spread of STIs and HIV along road construction sites which harbour a number of migrant workers from rural and urban areas. The study adopted a cross-sectional study design, using a structured questionnaire for respondents, a checklist for key informants and a guide for focus group discussants. A total of 308 respondents, including eighteen key informants and 20 focus group discussions were involved. Descriptive statistical analysis was employed for quantitative data whereas ethnographic content analysis was used for qualitative data. It was found that the level of knowledge about HIV/AIDS, how the disease spreads and the prevention methods was generally high. However, a corresponding change in sexual behavioural response was low. Many respondents still practise risky sexual behaviour, have many sexual partners and are inconsistent in using condoms. Some misconception about HIV/AIDS spread were also found. Also, there are many incidences of gender based violence which are under reported. Social and cultural factors responsible for the spread of HIV/AIDS
include low risk perception and marital instability. It is recommended to the government and NGOs to involve and support local organizations for capacity building against HIV. (Abstract from original source)


Abstract:
The development of roads is a major focus of development projects in the Mekong Sub-Region. This empirical study was conducted in Savannakhet, Lao PDR, to examine the benefits of road development, its impact on livelihoods, and the link between livelihoods and mobility through the concept of sense of place. The results showed that road development affected people’s livelihoods, which, in turn, affected their sense of place and mobility. Analysing sense of place allows us to understand how road development can change gender norms and why more women migrate than men. (Abstract from original source)

Keywords: gender and diversity; labour and livelihoods – migration; aid – development policies


No abstract available.

Summary:
“This paper discusses results of a research project designed to increase knowledge about women’s and men’s participation and their opportunities to take part in and influence the road planning process. The project was accomplished in an explorative case study, an advertisement study, and an implementation study that used questionnaires, observations, quantitative and qualitative analyses of conversations, content analysis of minutes, and advertisements. A basic principle of public participation argues that it should be inclusive and equitable to ensure that all interests and groups are respected. A literature study found that the subject of gender equality is basically nonexistent in the literature on environmental impact assessment. This project shows that about a quarter of participants at consultation meetings are women, but men talk longer and ask more questions. Those who attend meetings are generally older and have more education than the average person. Men and women bring up environmental and road safety issues during meetings, but men more often discuss economy, technical facts, alternative routings, and landownership. Some participants had more experience taking part in public meetings and talking in front of other people. Participants with less experience seem to need more guidance and take a more active part in the meeting when a moderator leads the
discussion. It is tempting to say that men are more experienced and women are less experienced, but that would be an oversimplification. The aim of increasing gender equality through an intervention study did not completely succeed” (Levin and Faith-Ell 2011, 236).


**Abstract:**
Directing growth towards denser communities with mixed-use, accessible, and walkable neighborhood design has become an important strategy for promoting sustainability, but few studies have examined whether compact development strategies could help reduce within-household gender disparities in spatial behavior by increasing accessibility. We analyze spatial behavior of heterosexual married couples in Southern California based on the 2012 California Household Travel Survey and find that households living in areas with greater regional accessibility and neighborhood walkability have smaller, more centered, and more compact activity spaces overall compared to households in less compact areas, and that married pairs living in more accessible areas have greater equality in the size and centeredness of their activity spaces. We account for residential selection bias in our multivariate analysis and find that a ten unit increase in near-residence Walk Score was associated with a 12–18% decrease in activity space size, a 6–8% decrease in residential distancing, and a 12–13% increase in spatial concentration for both men and women. Men and women, however, had significantly different activity space behaviors regardless of their neighborhood type. Compared to women, men on average had larger activity spaces and conducted their activities farther from home. Overall, results support our hypothesis that compact development provides married couples greater flexibility in how they divide household out-of-home activities by making destinations more convenient and lowering the overall spatial fixity of these activities. Future research and planning efforts should carefully consider which aspects of compact, accessible development are most effective for a given local context. (Abstract from original source)


**Abstract:**
This paper explores the impacts of gender mainstreaming initiatives in Tanzania's transport sector on the everyday reality of rural women's lives, including those facing multiple forms of discrimination. Using qualitative methods, including co-investigation with community members, data were triangulated from diverse sources: vulnerable women and other residents in two Tanzanian districts, road contractors, professionals engaged in supporting the country's transport programmes and staff in donor agencies.
The results indicate that progress in mainstreaming has been slow. Despite government directives, few women have benefitted from employment in road construction except through two national programmes: the Village Travel and Transport Programme and the Tanzania Social Action Fund. However, most women, particularly those disadvantaged, derive benefit from road improvement, even if only as pedestrians or wheelchair users taking advantage of a smoother surface, or better travel security when vegetation is cut back. For women with the funds and independence to access the expanded transport services that tend to follow road improvements, there can be significant benefits – faster travel, improved access to farms and markets and sometimes lower transport costs. Nevertheless, women's constrained resources and prevailing cultural mores continue to militate against them directly operating transport, whether for personal or business use. (Abstract from ICE Virtual Library)


Abstract:
This paper analyses the role of roadbuilding as a process of state territorialisation in post-war Sri Lanka. In the aftermath of a brutal civil war (1983–2009), and in lieu of a broader peace and reconciliation process between Sinhalese, Tamil and Muslim communities, road infrastructure has been promoted by the state as essential to the region’s recovery and nation’s sovereignty. Roads were to bring national unity and political integration. We interrogate such claims, drawing on fieldwork conducted in Jaffna and neighbouring areas to cast doubt on the prospects of new roads to ameliorate ethnic tensions. Rather, as militarised security discourses and policies continue to dominate the Sri Lankan public sphere, such schemes can be understood as part of broader Sinhala-Buddhist nationalist project to consolidate territorial control in restive parts of the country. Our research suggests that, rather than facilitating rehabilitation and recovery, road networks mirror pre-existing fault lines and entrench the privileged position of the military in Sri Lankan society. Such shifts do little to avail persistent minority sentiments of political marginalisation, aggravating social fractures and re-constituting the hegemony of Sinhala-Buddhist nationalism. (Abstract from original source)

Keywords: Sri Lanka; peacebuilding; road infrastructure; territorialisation; securitisation


Abstract:
This paper considers the extent to which the full and equal rights guaranteed in Nepal’s constitution are reflected in the government’s trail bridge programme (TBP). A review of
the legal provisions and relevant literature was used to inform interviews and field enquiries at nine short-span trail bridges and one long-span bridge. The analysis indicates that the TBP is broadly gender responsive in its policies, but often falls short at field level. Analysis of the findings of the study was guided by five drivers of change for women’s economic empowerment identified by the 2016 United Nations High-Level Panel. It considered the degree to which the TBP tackles adverse gender norms and promotes positive role models; addresses unpaid care work; promotes women’s assets, representation and leadership; and contributes to a revision of gender-discriminatory laws. The paper concludes with five key suggestions for rendering the TBP more gender transformative: to address the time constraints imposed on women by unpaid care work; to ensure better facilitation of social processes; to strengthen women’s leadership; to maximise women’s income from wage labour through avoiding debt, turning it into assets and undertaking skills training; to incorporate inclusive community planning and construction of long-span bridges. (Abstract from original source) 

Keywords: bridges; public policy; transport management


Abstract: This article presents experiences in engaging women in road construction work in Papua New Guinea (PNG) Highlands. Providing labour for road construction is a new experience and a demand for tribal women in the highlands region. Women have never before worked on paid road construction works. However, similar to men, women also need cash to pay for goods purchased for the household. Although several road construction activities are in progress in a number of Pacific countries including PNG, there is less evidence reported on the engagement of women. This article initially begins a discussion on gender role in a patriarchy society and gender engagement in road construction program. The article highlights the need for and the process of getting women engaged in road construction works. Women engagement in road construction has been zero in the early years of road construction program which has been increased to 13% of the work force in late 2017. This massive increase is attributable to various strategies adopted by the project staff. The women’s new role in road construction, benefits accrued to both men and women and, recommendation to increase women participation in road construction is discussed. The paper is based mainly on the extensive knowledge gained by the author in working on road construction projects in the Papua New Guinea (PNG) Highlands. Where possible, the findings are supported by previous research. (Abstract from original source) 

Keywords: Papua New Guinea; Highland Region; gender; road construction

Abstract:
This article explores the present-day problematic of gender-biased street names as prevalent in sub-Saharan Africa’s cityscapes. That is, the abundance of masculine street names as opposed to feminine ones in the urban environments of this region. The article first provides a comparative view on the scope of this toponymic phenomenon in other geographic regions with relation to sub-Saharan Africa. It also identifies few decisive factors in the creation of the gender-biased urban landscapes in sub-Saharan Africa. These factors consist of: recent tendencies in critical toponymy studies; colonial and post-colonial cultures of governmentality; and inadequate urban planning legislation and vision as pertained by post-colonial states. This toponymic problematic is then exemplified in a site-specific analysis of the city of Bindura in north-eastern Zimbabwe. The article concludes with recommendations for designing a more socially inclusive urban management policy in the region, pointing to future research directions of this under-studied phenomenon in critical place-name studies. (Abstract from ResearchGate)

Keywords: critical toponymy studies; gender-biased street names; sub-Saharan Africa; Bindura/Zimbabwe; urban planning; urban management

B. Non-Academic Resources


Abstract:
This Completion Report documents the process, key findings, and recommendations of the project ‘Gender Mainstreaming in Rural Road Construction and Usage in Ethiopia: Impact and Implications.’ The project examined the differential experiences and benefits of rural road planning, road construction, transport, and mobility; for men, Women Spouses (WS), and Woman Heads of Household (WHH). Findings highlight that men exert a much greater influence on road planning, benefit the most from road development, and have much greater access to transport services. Between WS and WHH, the latter stand much disadvantaged due to their lower economic standing and greater time poverty.

Rural road development through the social protection, employment-guarantee scheme PSNP is effective in reaching out the benefits to women, through its gender mainstreaming provisions. The project recommends that more WHH-specific provisions will further enhance inclusion. Women can benefit immensely from skills-development; it will open up higher-paying skilled jobs to them. Women’s mobility will be enhanced through better First-Mile connectivity, their travel experience will improve greatly by management of dust rising from unpaved roads. Most important is the need to proactively
introduce Intermediate Means of Transport (IMTs) in rural areas, to fill the gap in rural transport services. (Abstract from original source)

Keywords: feeder roads; PSNP; rural; women spouses; women heads of households; planning; participation; gender; IMTs; construction


Abstract:
Infrastructure projects, and more specifically, roads construction, and maintenance are one of the core operations of the World Bank. However, despite the increase of gender mainstreaming efforts in transport projects little is known about the effects of these interventions on women’s agency defined as the ability to make effective choices and transform these choices into desired outcomes. This study aims to bridge this knowledge gap. The study looks at the effects of women’s participation in roads construction and maintenance and rural economy promotion activities on women’s agency, which has recently become a focus of study at the World Bank. Through individual interviews and focus groups the study assesses the effects of women-targeted interventions in three rural transport projects in Argentina, Nicaragua, and Peru. By focusing on agency, the study sheds light on effects of gender mainstreaming interventions that have more lasting effects on gender equality given the catalytic value of agency on other gender outcomes such as economic opportunities and endowments. The report is structured as follows: section one gives introduction. Second section describes the gender dimensions and agency-enhancing approaches in transport projects and the gender approaches in project implementation in the selected case studies. The third section provides a summary of the methodology of the study. The fourth section describes the key findings of the qualitative research. The fifth section presents the lessons learned to inform future rural transport interventions. The sixth section provides concluding remarks. (Abstract from the World Bank)


Abstract:
Rural roads have enormous economic and social benefits to the poor in terms of increased agricultural production, lower input and transport costs, increased school enrollment, increased access to health and other services. In addition, rural roads construction, maintenance, and rehabilitation are an excellent employment and income-generating opportunity for the local population. (Abstract from original source)

No abstract available.

Summary:
Gender is an important but largely neglected aspect of infrastructure planning and provision. Rural women pay a particularly high price for the lack of infrastructure, in time spent accessing water for domestic or agricultural uses, processing and marketing food and other agricultural or non-farm products, collecting firewood and reaching health services for themselves and their families. This ‘time poverty’ limits their ability to develop or access complementary sources of income. Rural infrastructure programmes can enhance women’s participation and benefits – as workers during construction and as beneficiaries of the asset(s) created. (Summary from original source)


Abstract:
Access to transport is often a critical precondition for rural development. This note describes a rural transport project that, by involving rural women in its design and implementation, was able to deepen and broaden the project’s development impacts. The joint World Bank/Inter American Development Bank (IADB) Peru Rural Roads program (RRP) sought to optimize development effectiveness and sustainability, by involving all community members-including rural women-in project design, and in the committees and micro-enterprises responsible for project implementation. The constraints on travel faced by women included women’s heavy time burdens caused by their “double day”; cultural barriers to women’s use of public transport and to long-distance travel; women's limited control over household resources, including lack of money and inability to access privately held modes of transport; and their limited voice in the planning of previous transport interventions, which had resulted in their transport needs being largely ignored. Because of women’s important productive and care-giving roles in the project communities, these transport constraints were potentially costly to economic growth. In response to the needs expressed by women, the project supported improvements, not only to the roads connecting communities, but also to 3000 km of non-motorized transport (NMT) tracks-tracks that are most often used by women and are commonly ignored by road upgrading programs. Overall, the project helped reduce travel times of both women, and men by up to one-half, decreased transport costs for both passengers and freight, and increased the availability and quality of transport services. Women’s involvement was clearly key to these project outcomes. (Abstract from the World Bank)

*No abstract available.*

**Summary:**
“Gender relations, social norms and values often set unequal parameters for men and women’s (differentiated) access to the use of, and control over, infrastructure services and facilities. Indeed, women are frequently found to benefit less than men from infrastructure, and are sometimes negatively impacted by the “gender-blind” infrastructure projects. Infrastructure development is not gender-neutral, and infrastructure interventions do not automatically result in inclusive growth. Infrastructure stakeholders, including PIDG, can benefit from designing gender-responsive infrastructure projects. Lessons learned from leading Development Finance Institutions (DFIs) and others illustrate a clear business case for institutionalizing efforts to mitigate gendered risks and catalyse positive impact for women as stakeholders, workers and end-users in infrastructure projects. This report provides a summary of evidence and case studies highlighting that while women’s empowerment is important in its own right, a focus on women’s empowerment in infrastructure developments can further enhance the effectiveness and sustainability of infrastructure investments.

“This report presents a review of gendered risks and opportunities in infrastructure development cutting across three key sectors in which PIDG operates – energy, transport and telecoms” (Martínez Sola et al. 2018, 2).


*No abstract available.*

**Summary:**
“Women maintaining roads? As their job? Until recently, the idea was pretty much unfathomable in many countries. But in Peru, it isn’t. Since 2001, the Peruvian government and the World Bank have been working hand in hand to ensure female workers can play an active role in the routine maintenance of rural roads. This is part of a broader effort to reduce the gender gap in rural areas, and to improve women’s access to social and economic opportunities” (Munoz-Raskin et al. 2017, 1).

No abstract available.

Summary:
“Last week, the UK’s International Development Secretary Justine Greening identified what she saw as one of the most powerful laws passed in the last UK Parliament. A big statement for a senior government minister – so what was she talking about? The Secretary of State was speaking at the launch of a report on the International Development (Gender Equality) Act 2014. But what is the Gender Act and why have so few people heard of it?” (Neophytou 2015, 1).


No abstract available.

Summary:
“The 2030 Agenda frames these interrelated global social and sustainability objectives, including SDG 5 that aims to achieve gender equality and empower all women and girls; SDG 6 on water and sanitation, SDG 7 on sustainable energy, SDG 9 on industry, innovation and infrastructure; SDG 11 on sustainable cities and communities; SDG 13 on climate action, SDG 14 on life below water and SDG 15 on life on land. Within the spectrum of policy tools, infrastructure plays a central role since it supports co-ordinated action to deliver on many other goals, including those regarding education, health, social protection, jobs, and the environment.

“Such considerations call for an integrated policy approach to quality and sustainable infrastructure development with a gender lens, taking into account other societal goals such as economic growth, employment creation, environmental sustainability, and well-being. Such an approach must recognise the gender sustainable infrastructure nexus, and thereby manage the inherent trade-offs and synergies that may arise between different goals and policies, in line with SDG target 17.14 (policy coherence for sustainable development)” (OECD 2019, 2).


No abstract available.
Summary:
“Let’s better integrate gender-responsive components in infrastructure investments. Can building a road, improving electricity access, or upgrading a port help to promote gender equality? Though it might seem counter-intuitive, the answer is an unqualified ‘yes’. The fact is that poor infrastructure exacerbates the gender gap in many ways...Renewable energy is a good sector for these interventions. An ADB project in Viet Nam provided subsidized connections to power grids for households headed by women, involved women’s groups in energy efficiency campaigns, and registered replacement land in the names of both husband and wife. Making infrastructure gender-responsive is not rocket science. It can be as simple as putting streetlights on roads, replacing wood and charcoal with clean cooking fuel, or bringing safe piped water into or near homes” (Son 2017, 1).


No abstract available.

Summary:
“The MoWHC has prepared a Gender Policy Statement for the roads sub-sector. The Policy Statement was prepared in order to address the gender inequalities in the subsector. These inequalities manifest themselves in gendered travel patterns, transport needs and differences in capabilities and opportunities for women and men to benefit from developments in the sub-sector.

“The Ministry recognises that, adopting gender mainstreaming has the potential to address the inefficiencies that possible gender inequalities might create, as well as the inefficiencies that could result from the failure to recognise gender inequalities in the sub-sector” (The Republic of Uganda Ministry of Works, Housing and Communications 2006, 1).


Abstract:
The study aims to understand the constraints to women’s equal participation in the roads sector in Malawi to inform the development of interventions to promote gender equality in the sector. The study adopts a career cycle approach that allows to identify and describe the barriers to career progression for women in the roads sector at each stage in the career cycle focusing on: attraction, selection, retention, and advancement. The study employs qualitative research methods consisting of focus group discussions with women and girls along the career cycle in the roads sector and key informant interviews. The
study has yielded insights into the multiple and overlapping factors embedded in the
socialization, learning and hiring processes that result in high rates of attrition of women
in the engineering and roads-related technical field at different stages of the career cycle,
often called the “leaky pipeline” in policy discussions about women in STEM. From
secondary school through university and vocational schools, female students report less
confidence and aspiration in engineering and vocational training in the roads sector. At
the selection stage, women face gender bias in hiring and difficult work environment,
representing an exodus of talent among women who could otherwise become the next
generation of architects, engineers, and roads sector contractors. At the retention and
advancement phase women confront a difficult work environment where women are
sidelined from career advancement opportunities, face sexual harassment and have
difficulty balancing work and family obligations in a sector where many of the
opportunities are in remote locations. The roads sector in Malawi offers opportunities for
women: opportunities in the forms of generating substantial incomes, designing transport
infrastructure to foster socio-economic development, and providing role models for the
young women of the future. Increasing the gender balance in the roads sector requires a
comprehensive and multi-sectoral approach and one that needs to address the underlying
causes that subtly results in gender stereotypes and gendered occupational cultures and
career choices. The table summarizes the key study findings and core set of actions to
help women overcome the obstacles at different stages of the career cycle targeting
women at all age groups. (Abstract from the World Bank Group)

No abstract available.

Summary:
“This page is concerned solely with promoting gender equality on road work sites. It only
touches on one facet of the many impacts that roads can have the lives of women in rural
areas, on mobility, gender equality, and on family well-being. For example, poor access
to health facilities, whether due to poor roads or lack of health centres, is a major cause of
high infant and maternal mortality” (Turner n.d., 1).

No abstract available.

Summary:
“A 200-kilometre road (124 miles) project stretches between the townships of
Batschenga, Ntui and Yoko, in central Cameroon. The road crosses farms, forests, water
bodies and pastoral areas that sustain the mostly agrarian economy of nearly 40 villages and three towns.

“The road, a basic infrastructure that many countries take for granted, literally shapes the lives and livelihood of the people living along it. It decides whether a small entrepreneur will get her products transported on time, and at what cost, and whether more people will come to a restaurant that another has invested in. It determines what markets a woman farmer can access and how often a working mother can visit her daughter who is studying in the city. The red dirt road, waiting for asphalt, will determine if food, income, job, healthcare, livelihood will come, when, and to whom.

“UN Women’s “Gender Road Project”, funded by The Development Bank of Central African States and the Government of Cameroon, is aiming to reach at least 20,000 women by 2020, living in rural communities along this road, to prepare them for a better future and access to bigger markets once the road is built. The project teaches them financial and entrepreneurial skills, improved farming techniques and facilitates their access to public services and land rights” (UN Women 2019, 1).


No abstract available.


No abstract available.


No abstract available.
II. Gender and Transportation

A. Academic Resources


Abstract:
Introduction: Insufficient physical activity (PA) is a key contributor for premature mortality in low- and middle-income countries (LMICs). Despite the well-documented health benefits of PA, few women achieve the recommended levels of PA. The global average of inactivity among women is higher at 31.7% compared to 23.4% for inactive men. The gender gap in PA participation is wider in India where estimates indicate that 44% women are insufficiently active, compared to 25% men. Methods: This cross-sectional study was conducted in the city of Chennai, India. Participants (N = 370) were recruited from 155 wards stratified by neighborhood walkability and socio-economic status. The adapted Neighborhood Environment Walkability Scale for India (NEWS-India) was used to assess built environment perceptions on density, land-use mix, street infrastructure, aesthetics, traffic and crime safety. Travel and leisure PA were recorded using the International Physical Activity Questionnaire-Long Form (IPAQ-LF). Study protocols were based on recommendations of the International Physical activity and the Environment Network (IPEN; www.ipenproject.org) and previously used in studies in Brazil, Colombia, and Nigeria. Results: A greater number of women reported achieving weekly PA levels from travel-related activities (n = 1454, 16.0%) compared to men (n = 1433, 9.8%). In contrast, a higher percentage of men (n = 1475, 22.3%) met weekly PA recommendations during leisure-time compared to women (n = 1454, 16.1%). Street connectivity (aOR = 43.2, CI = 1.3, 8.0) and land-use mix access (aOR = 43.7, CI = 1.4, 8.2) significantly increased odds of travel PA among women. Conclusions: Low engagement in leisure PA among women can be linked to prevailing socio-cultural norms that constrain women’s mobility and hinder their participation in PA. Aspects of gender equity in transportation planning are closely linked with citywide indicators of liveability, sustainability and resilience in LMICs like India. Public health practitioners must address gender-specific barriers to increase PA among women through context-specific group exercise programs, peer support and guidance that emphasize the importance of PA. (Abstract from original source)
Keywords: non-communicable diseases; low- and middle-income countries; physical activity; neighborhood walkability; India

Summary:
Concerns over women's safety on public transport systems are commonly reported in the media. We develop statistical models to test for gender differences in the perception of safety and satisfaction on urban metros and buses by using large-scale unique customer satisfaction data for 28 world cities over the period 2009–2018. Results indicate a significant gender gap in the perception of safety, with women being 10% more likely than men to feel unsafe in metros (6% for buses). This gender gap is larger for safety than for overall satisfaction (3% in metros and 2.5% in buses), which is consistent with safety being one dimension of overall satisfaction. Results are stable across specifications and robust to inclusion of city level and time controls. We find heterogeneous responses by sociodemographic characteristics. Data indicate that 45% of women feel secure in trains and metro stations (and 55% in buses). Thus the gender gap encompasses more differences in transport perception between men and women rather than an intrinsic network fear. Additional models test for the influence of metro characteristics on perceived safety levels and find that more acts of violence, larger carriages and emptier vehicles decrease women's feeling of safety. (Summary from Royal Statistical Society)


Abstract:
Women form an important part of the workforce originating from the slums in the city of Delhi, India. The paper illustrates that women spend more time travelling on slower modes of transport to access work; the faster modes are more expensive. Their time–poverty demands they look for work at shorter distances from home. The basic argument presented is that their ability to contribute to the alleviation of their standard of living and their status in society is severely curtailed by their limited mobility and the constrained accessibility to the transport system of the city. This transport deprivation becomes further exacerbated by the process of forced eviction and relocation of low-income households to the periphery of the city, causing the women to lose livelihood opportunities. (Abstract from original source)


No abstract available.

Summary:
“Access to affordable, reliable, and safe transportation is critical in improving the welfare of individuals in developing countries. Yet, transport data are limited overall, and data that address the different patterns of use by women and men are even scarcer. A few studies have shown, however, that women and men have different transport needs and constraints. Typically, analysis of these topics has been hampered largely by the costs involved in carrying out the large-scale transportation surveys needed to provide such data. There are household surveys, however, that can provide further insights into how women and men use transportation in the developing world. Four common household surveys—income and expenditure surveys, living standards measurement study surveys, demographic and health surveys, and multiple indicator cluster surveys—are reviewed to identify the extent to which they can provide transportation planners and researchers with relevant data. The results are mixed. Substantial data on one or two aspects of transportation, such as cost and mode used to visit education and health facilities, are available across countries; however, the surveys contain little information on other important factors, such as mode choice, security, and travel patterns. A marginal influence on surveys to expand the data collected on gender and transportation may be possible. Stand-alone transport surveys, however, will continue to be needed to foster the production of gender statistics in transportation in developing countries and the incorporation of gender differences into transport decisions” (Babinard & Kinnon 2011, 213).


Abstract:
Bike sharing could provide a key role in a transition towards a less car dependent and more sustainable, healthy and socially inclusive urban transport future. This paper investigates two important prerequisites for bike sharing to fulfil these premises: Does it synergise rather than compete with current alternatives to car-based urban mobility; and is it inclusively accessible across population and spatial segments? Drawing on complete 2016–2017 trip records of the Oslo (Norway) bike sharing system, this paper analyses the potential use of bike sharing for accessing, egressing and interchanging public transport and explores its age and gender dimensions. Bike sharing ridership is substantially higher on routes that either start or end with metro/rail connectivity, whilst controlling for other factors, such as route distance, elevation, urban form, time of day and bike dock capacities. However, our results also reveal that bike sharing – both as a stand-alone system and in conjunction with public transport – is less accessible to, suited to, and used by women and older age groups. Especially gender biases appear profound, multifaceted, and intersected by spatial inequalities favouring central male-dominated employment areas. These findings are discussed to derive policy and design directions regarding multimodal integration, dock expansion, rental limitations, and the introduction of e-bikes, to improve the performance, multimodal integration, gender equality and overall socio-spatial inclusiveness of bike sharing. (Abstract from original source)

Abstract:
Rural household travel patterns have been largely ignored in African transport studies. Over the past 10 years, however, village-level surveys have been undertaken which reveal the predominance of female porterage in rural transport. Donor agencies are now focusing efforts on “appropriate” technology interventions to directly enhance rural mobility and to indirectly improve agricultural productivity. Preliminary evidence, however, suggests that men rather than women are the main beneficiaries of appropriate transport technology. This paper asks why and suggests a number of methodological refinements to future rural transport studies to generate the information necessary for devising programs with a higher likelihood of effective assistance to rural women transporters. (*Abstract from ResearchGate*)


Abstract:
Starting with the knowledge of overt patriarchal structures and gender norms that affect when, where, and why women in urban India travel in public, this dissertation is an inquiry into how different groups of working women literally navigate gender and class positions while using various transportation modes. The geographies of Bengaluru and Delhi were chosen for the significant physical and social transformations that reflect realities of globalization, conflicting political ideologies, internal migration, and rapid urbanization. These changes are embedded within slick metro systems, the millions of new car owners, company provided transportation for employees of multinationals, and failing public bus systems. They are transcribed onto the bodies of urban women in which a tension between mobility in a literal sense and immobility with respect to gender norms and socio-economic hierarchies constantly plays out. The project investigates the daily mobility practices of four populations of working women: women in Bengaluru’s IT sector, young, unmarried women staying in Delhi’s working women’s hostels, women working in Delhi’s retail sector, and women bus conductors in Bengaluru. A mixed methods approach of surveying, interviewing, and participant observation is utilized in order to understand what modes these women use for commuting in the city and why these modes are chosen. The primary aim is to locate the influence gender and class has on these commuting decisions. Rooted in Right to the City activism, social exclusion research, and feminist epistemologies, this project is motivated by the reality that transportation decisions for women are inherently gendered, especially in respect to concern for personal security. At the same time, transportation mobility cannot be reduced to gender alone. Urban women do not constitute a cohesive user category and
policies that improve the mobility of one group can exacerbate socio-economic inequalities of others. To illustrate this, a comparative analysis is used. However, by focusing on qualitative evidence, the project locates individual agency within these women, the various ways in which women navigate through and around physical and social structures that restrict women’s mobility. To conclude, this dissertation argues that the act of commuting in the city is one salient and important way in which a renegotiation of gender norms and class positions can be achieved. *(Abstract from original source)*


*No abstract available.*

**Summary:**

“Limited previous research has shown that women value online privacy more than men, potentially influencing their online behavior or willingness to reveal personal data online. New generations of intelligent transportation systems (ITS) and location-based services (LBS) technologies depend on the input of personalized and localized information to give, potentially, information that may uniquely address women’s complex travel patterns, but which may raise locational privacy concerns for women and cause them to hesitate to share the needed information. This paper examines gender differences in the propensity to reveal the potentially sensitive information necessary to make ITS and LBS highly personalized to individual travelers. The authors develop privacy indicators based on refusals to answer sociodemographic and location questions in a household travel survey to evaluate whether women have a significantly different attitude toward willingness to share data related to position and personal identifiers compared with men. The results show that gender differences regarding privacy preferences are not statistically significant. However, this result is inconclusive because the survey overall achieved low response rates and participating households may already be self-selected into being open about divulging sensitive travel and locational information” *(Cottrill and Thakuriah 2011, 117).*


**Abstract:**

Gender analysis provides a conceptual and methodological basis for developing new insights in research and policymaking in any field dealing with human interaction. The disciplines of the built environment are fields where gender-specific insight can significantly contribute to improved policymaking and professional practices, better
incorporating the realities of all individuals. Recent developments in European science policy since 1999 have led to the integration of gender into the upcoming EU Framework Programme for Research and Innovation, known as Horizon 2020. Transport, energy, and climate change are societal challenges that are specifically targeted for research funding in Horizon 2020. These policy developments in science policy can provide the knowledge base for further integration of gender dimensions in specific policy fields, such as transport. While pioneering work in the transport field has already focused on women in transport, I argue for a full integration of gender in all dimensions of transport research. This article presents some conceptual innovations and critical analysis of ideas that have been taken for granted in the field of metropolitan transport. It argues for a full acknowledgment of the idea of a "mobility of care," and for a reevaluation of current overarching uses of notions such as "compulsory mobility." This would contribute to a needed rebalancing of the topics of care and employment as being equally important for transport policy. (Abstract from original source)


Abstract:
Women-only transportation has become a popular option for urban women around the world who are tired of being groped and harassed in buses, subways and taxis. The separation of men and women in public transit is controversial among feminists, since it does not address or solve the fundamental issue of gender inequality which causes violence and harassment. However, less addressed among feminists is how violence makes women afraid to act collectively. To support them, the state can play a role in setting up measures to protect them, while they confront their attackers. This article shows how women’s organisations in Mexico City use women-only transportation to create a safe place for female commuters, where municipal and state authorities have developed ‘pink transportation’. This includes segregated transport together with wider changes to laws, provision of support for victims of violence, and positive images of women which help women act collectively against violence. Pink transportation has catalysed creating wider conversations about gender discrimination, women’s rights and gender equality in media and society. (Abstract from original source)

Keywords: liberated space; the city; Mexican feminism; transport; gender-based violence


Abstract:
Feminists have long known that a woman’s confidence, sense of possibility, aspirations, and personal growth depend on their ability to be mobile. Yet gender-based violence and sexual harassment against women commuters greatly limit those freedoms. How then
should cities adapt in order increase women’s equal access to mobility? To address this question, this article looks at the case of Mexico City, investigating how women pursue mobility despite hostile and violent conditions that immobilize them. Based on women’s testimonies, comments made on online debate forums, and surveys among women commuters in Mexico City, this article maps the ways women cope with violence and harassment on public transportation. The analysis also pays particular attention to how women’s coping strategies are restructured through state interventions, including women-only transportation. The data reveals that gender-based violence in Mexico City’s public transportation limits women’s mobility and reinforces gender inequality. It also shows, however, that under the right circumstances women-only transportation can be used as a place to create a rights-based movement. The article concludes that Mexico City is an example where women-only transportation has played a role in changing the traditional gender norms which have reinforced violence against women commuters. (Abstract from original source) 

Keywords: gender-based violence; public transportation; public policy; coping strategies; gender inequality; women-only transportation


Abstract:
Purpose: This study estimates the prevalence of problems with transportation in a sample of community-dwelling seniors residing in an urban setting and investigates the role that gender plays in the ability of seniors to remain mobile in their communities.
Design and Methods: Data collected as part of a study assessing the prevalence and consequences of unmet needs for community-based services in a random sample of 839 elderly aged 75 years and older were employed in bivariate and multivariable analyses.
Results: The prevalence of problems with transportation was 23 per cent, with 33 per cent of females and 10 per cent of males categorized as having problems with transportation. Of those subjects categorized as having problems with transportation, 88 per cent were women. In addition to being predominantly women, those who reported problems with transportation were older, in poorer health, and had lower income and income satisfaction.
Implications: Problems with transportation are an important issue facing seniors; women, in particular. These results highlight the differences in aging as experienced by women and men with respect to social effects, needs, and the significance attached to the experience. (Abstract from original source)


Abstract:
This research addresses the critical but understudied issue of gender differences in travel behaviors in traditional societies, in general, and in the Arab world, in particular. To avoid known problems of data collection, a careful and labor-intensive survey process was undertaken in two Arab communities in northern Israel. The data gathered through this process were analyzed by a variety of statistical means to reveal that rather stark gender distinctions in travel behavior exist. On the whole, men make more tours, spend more time traveling, make more stops, and spend more time at activities at those stops than women. Men disproportionately travel by private vehicle modes, whereas women disproportionately walk. In the communities surveyed, the amount of transit provided was low and had a correspondingly low mode share. This dearth of transit seems to impair women’s travel further. An extensive comparison of adult female and male tour frequencies was undertaken by using bivariate correlations and an ordered logit model. The most striking finding of this analysis was that 1/6th of Arab women do not leave the house to make even a single tour, whereas this proportion is 1/30th for men. The more nuanced statistical analyses revealed that demographic factors affect tour frequency differently for women and men. Effective policy interventions must consider these gender distinctions to address in the best way possible the travel needs of individuals in communities in the Arab world. (Abstract from original source)


Abstract:
Rural transport issues have only recently received the attention of transport planners and technologists. This paper draws on existing literature and the author’s own experience with Intermediate Technology programs to illustrate the gender inequalities in the distribution of the transport burden among women and men in rural households, and in the provision and use of transport technologies. Typically, women spend more time and energy than men on transport tasks and have less access to the means of transport, to infrastructure and to transport services that can help reduce this effort. This depicts a considerable waste of human energy on what is, essentially, low productive activity. The author argues that the non-economic nature of women’s transport tasks and the low participation of women in the decision-making processes that prioritize and design interventions have constrained the implementation of more appropriate transport strategies. There are however new planning methodologies and a growing body of practical examples of innovative projects that can have (and have had) a positive impact on women. The paper argues not only for the integration of gender into transport strategies, but also for the inclusion of transport issues into strategies that seek to empower rural women. It concludes by identifying some key areas for future research and action. (Abstract from original source)

No abstract available.

Summary:
This work draws together local-level research from 15 countries across Asia and Africa to promote understanding of how gender affects men and women’s access to transport. It looks at what steps can be taken at community, provider and policy levels to improve the situation. (Summary from WorldCat)

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Abstract:
Nepal is progressive in mainstreaming gender equality and social inclusion in the rural transport sector. Research studies were conducted using qualitative methods to assess the extent to which people living within the zone of influence of road and bridge projects have benefitted in two rural districts, namely, Ramechhap and Okhaldhunga. The projects in these districts were successful in meeting the quantitative targets. The project’s targeting approach to provide employment to women and disadvantaged groups in construction projects had very positive impacts on their livelihoods. With increased incomes, people could send their children to schools, add wealth and start small businesses. However, heavy domestic duties constrain women's potential to participate fully in road/bridge construction. (For full participation, a worker is expected to work in road/bridge construction for 90 days in a year; the wages earned would fulfill their food sufficiency for a year for an economically poor family.) Project quotas for women in user committees have increased their representation, but they are hardly influencing decisions. Participation in training is at times constrained by factors such as women's domestic duties and distance to training venues. These wider issues need more attention in accommodating the specific needs, constraints and vulnerabilities of women to bring genuine transformations in the lives of women. (Abstract from original source)

Keywords: bridges; roads & highways


No abstract available.

Summary:
“The purpose of this study is to understand how women’s fear of sexual harassment on transit changes their transit use and travel behavior. The study, which employed a qualitative research approach, found that cultural differences are important to women’s perceptions of sexual harassment and women’s attitudes about adequate policy responses. Yet cultural differences are not as important as the availability of a car in influencing how women modify their use of transit in response to sexual harassment. Thus, a feasible and effective policy addressing this issue should take the cultural context into consideration” (Hsu 2011, 85).
Consortium on Gender, Security and Human Rights
Roads, Transportation, Mobility and Gender: Bibliography with Abstracts


Abstract:
Research suggests that gender influences attitudes toward both the environment and safety. While pro-environmental attitudes might encourage transit use, safety concerns might discourage transit use if the transit environment is perceived as unsafe. To quantitatively examine how gender, environmental beliefs, and safety concerns jointly affect transit use, we analyze results from a longitudinal quasi-experimental study which conducted pre- and post-opening travel surveys near a new light rail transit service in Los Angeles. We find that the influence of safety concerns on transit use is more prominent than that of environmental attitudes, particularly for women. Living closer to a new light rail transit station correlates with an increase in train ridership. This effect, however, is significantly lower for women. The results suggest that to foster transit use, reducing personal safety concerns related to transit may be more effective than increasing public awareness of transportation-related environmental issues, especially for attracting female riders. (Abstract from original source)

Keywords: gender; transit use; environmental beliefs; safety concerns; quasi-experiment


Abstract:
Karachi is the economic hub of Pakistan, with an estimated population of 20 million (Khawar, 2017). However, it lacks a systematised public transport service, with few buses and no trains, leaving private bus owners to run poor-quality deregulated services. Although it may be argued that poor service fails to accommodate the needs of the inhabitants of this megacity, women are additionally marginalised by restricted transport services. Men not only have more space allocated to them on public transport but also have the freedom to use alternative and cheaper private modes of transport such as motorbikes and cycles, which are socially discouraged for women. However, there is little literature on the barriers to women's mobility in countries in the Global South, which shows how they are differentially deprived of their agency owing to the cultural norms and gender disparity in transport provision. This paper aims to identify and assess the various aspects of gender transport poverty faced by young working women in Karachi using a quantitative survey. It will broaden the understanding of gender transport poverty in the Global South. (Abstract from original source)

Abstract:
Lack of security is the main concern of citizens in the region. Crime and violence distort the allocation of resources by governments and businesses and alter citizens’ routines. This is particularly the case for women. This paper measures women’s perceptions of insecurity and victimization on public transport in the Asuncion (Paraguay) and Lima (Peru) metropolitan areas and analyzes their influence on mobility patterns. An innovative methodology, which considers both users and nonusers of public transport in a representative sample from those metropolitan areas, is used. The paper concludes that both women’s perceptions and experiences of insecurity when using public transport, especially in the Lima metropolitan area, are among the worst in Latin America. This is associated with lower public transportation use; therefore, it limits women’s transport options, directly affecting their mobility and causing economic and time loss. About 30% of women in Lima and 6% of women in Asuncion area reported being victims of crime on public transport systems, while 79% in Lima and 24% in Asuncion have witnessed episodes of violence against women on public transport in the past 12 months. More than one third of women have suffered sexual offenses on public transport at some point in their lives. More than 80% of women do not report these crimes. Policies to enhance women’s security on public transport are analyzed as they are key to promoting gender equality. (Abstract from original source)


Abstract:
In the countries of the Global South such as India, rapid urbanization and the increase in individual motorization may lead to a predominance of unsustainable commuting patterns. However, urbanization also has important positive effects, including the empowerment of women. This paper examines newly released, spatially disaggregated data on home-to-work commuting by non-agricultural workers in the National Capital Region of India. It aims to understand and compare commuting patterns in urban and rural areas, including choice of travel modes, commuting distances, and gender differentials.

The results reveal a tendency observable in urban residents to use individual motorized transport more often both for short and for long trips, although the proportion of individual motorization is far from what it is in the industrial world. Rural areas are characterized by the predominance of non-motorized travel modes and a large share of long trips. The mobility gap between men and women does not appear to increase with literacy. In urban areas, women often choose to commute by car rather than using green modes of transportation (especially in higher-income districts). The paper stresses the importance of the area and gender differentials that need to be taken into account when formulating regional transport policies. (Abstract from original source)
Keywords: commuting; India; gender differentials; rural-urban area; spatial regressions

**Abstract:**
This article explores whether women can become the change agents for a sustainable transport sector and how such a change can be accomplished through transport policy. Based on the Swedish case, women still on average have transportation behavior with lower environmental impact than men have; women also tend to have stronger preferences for improving sustainability in the sector. The results imply that there are interesting behavior and attitude characteristics expressed by women that ought to be recognized and applied, e.g., through contesting prevailing norms and methods, in order to achieve sustainability goals for the sector. Altogether this suggests that women, beyond democracy reasons, should become more active as change agents to challenge the dominant male norms. Policy implications of these findings include measures to improve gender equal participation that would, e.g., make it possible to take advantage of these differences by (1) putting more emphasis on the relationships among travel patterns, sustainability, and gendering on all levels in transportation planning as a measure for improved sustainability; (2) implementing new ways of framing the problems to be solved, challenging existing norms working against gender equity and raising consciousness of sustainability issues; and (3) using gender mainstreaming to monitor policy impacts on different groups of men and women. However, today there is a lack of incentives to apply these tools. Since there is a tremendous complexity in the relationships on all levels, more research is needed together with improved dissemination of knowledge for the competence to increase within the transport sector. *(Abstract from original source)*

**Keywords:** Attitudes; CO2 emissions; gendered institutions; sustainability transitions; travel behavior


**Abstract:**
This paper summarizes recent research on unequal access to transport systems. It focuses on how gender and socioeconomic inequalities may be aggravated by differences in transport accessibility. The investigation evaluated three hypothesis; first, transport accessibility is different between men and women with similar socioeconomic background; second due to these differences, women have less transport accessibility to jobs; and third, that these differences are stronger in lower income socioeconomic areas. Four zones in Bogotá were studied in more detail. The data used consisted of Bogota's 2005 mobility survey, and two stated and revealed preference surveys developed by the University of the Andes to study socioeconomic and gender accessibility. This data helped establish differences in daily practices of men and women from different socioeconomic strata, as well as the access characteristics to different transport systems.
The data was also used to estimate the real accessibility of the four zones, and this was gender disaggregated. In conclusion, it was found that women generally travel less than men and they spend more than men in transport, even though their trips may be shorter. This did result in lower transport accessibility to job locations. Also, it was found that gender differences were stronger in lower socioeconomic areas. With these results, the investigation states the differences and several possible policies that could be considered to diminish the inequity. (Abstract from original source)

Keywords: transport accessibility; gender; inequalities


Abstract:
Previous studies have examined how demographic characteristics, education, culture, and labor policy suppress Indian women’s labor supply. However, not enough attention has been paid to the role of poor labor market opportunity structure in causing Indian women’s exclusion from wage labor, particularly non-farm work. The recent government investments in transportation infrastructure has led to an expansion of employment opportunities for rural women, which allows us to examine the role of demand factors. Using data from the India Human Development Survey collected in 2005 and 2012, we study the impact of village transportation conditions on women’s participation in non-agricultural work. Conditional logit models show that access by roads and frequent bus services positively influence men’s and women’s participation in non-agricultural work. Similar effects are found for women and men. The positive impact of transportation infrastructure on women’s non-farm employment is stronger in communities with more egalitarian gender norms. (Abstract from original source)


Abstract:
Transport is a critical system in the city, which, through providing access to essential activities, enables diverse women and men, girls and boys to “appropriate” their right to the city and to realize a fully rounded and substantive urban citizenship. Yet, despite decades of work on gender in urban development and urban planning, mainstream transport planning still remains largely untouched by debates on diversity and difference in cities. The tendency to focus on the economic and now environmental aspects continues to dominate urban transport. In contrast, concerns for the identity of urban residents or “users” are addressed through, and ultimately marginalized to, “the social” and distributional aspects of urban transport planning. This paper argues that the distributional aspects of transport are cross cutting, and go beyond the disaggregation of
transport users by social relations such as class, gender, age and ethnicity. The social identities of transport “users” are deeply embedded in social relations and urban practices, the latter ranging from the everyday lives of people to urban policies and planning. Furthermore, in transport, these social relations are played out in public space, with implications for how diverse women and men, girls and boys are able to exercise individual and collective “travel choice” and negotiate access to essential activities in the city. Recognition of these processes, as reflected in the “deep distribution” of the transport system, is essential to reframing the notion of “travel choice” and, ultimately, to urban transport and urban planning that is committed to social justice in cities. (Abstract from original source)

Keywords: gender; deep distribution; right to the city; transport; travel choice


No abstract available.

Summary:
This article presents a case for a reorientation of the way in which rural transport needs are perceived, planned and provided for, with a view to improved targeting of interventions, particularly with regard to addressing the mobility and accessibility needs of rural women. In addition, it seeks to critically appraise the sustainability of poverty alleviation properties attributed to the labour-based road works, especially in respect of their impact on women. It also explores the role that non-motorised modes of transport could play in reducing the transport burden of the Tshitwe community. (Summary from original source)


Abstract:
Limited access to safe transportation is one of the greatest challenges to labor force participation faced by women in developing countries. This paper quantifies the causal impacts of improved urban transport systems in women’s employment outcomes, looking at Bus Rapid Transit (BRT) and elevated light rail investments in the metropolitan region of Lima, Perú. We find large gains in employment and earnings per hour among women, and not for men, due to these investments. Most of the gains arise on the extensive margin, with more women being employed, but employment does not appear to be of higher quality than that for comparison groups. We find also evidence of an increase in the use of public transport. Results are robust to alternative specifications and we do not find evidence that they are driven by neighborhood composition changes or
reorganization of economic activity. Overall, these findings suggest that infrastructure investments that make it faster and safer for women to use public transport can generate important labor market impacts for women who reside in the area of influence of the improved infrastructure. (Abstract from original source)


Abstract:
This paper focuses on mobility and accessibility in Mexico City especially for low-medium income working women using a qualitative approach. Through in-depth interviews, we discuss different mobility and transport issues to understand what the main factors that influence their travel patterns are, how the different services are perceived and evaluated, and what their dairy constraints are. Our final aim is to understand what is still missing and to discuss the following steps regarding transport policy in Mexico City and its Metropolitan area through a gender perspective. Interestingly, even if there are important gender issues raised by participants, they have assumed these issues as being part of their daily life, modifying their transport patterns accordingly. They also perceive that there are many problems, which concern the transport system in general, others related to the complexity of the metropolis and the lack of civic-mindedness. The results also show a huge gap between women’s needs, depending on their income and place of residence. (Abstract from ScienceDirect)

Keywords: transport disadvantage; social and gender inequalities; transport and land-use policy; qualitative methods; developing countries; megacities


Abstract:
This paper explores the link between urban planning and transport through a gender perspective. Using as case study Mexico City Metropolitan Area, we discuss the importance of public transport for its inhabitants, the vital role it plays for carrying out different activities and enjoying the city. Moreover, we present the experiences that public transport system brings about to female citizens. Through a synthesis approach of different qualitative sources, we discuss how these issues are transformed into multiple barriers that shape the accessibility of women and define their commuting trips. The results suggest that, apart from many barriers, there is one type not widely discussed in the transport and accessibility literature, regarding emotional and corporal experiences, which may generate other specific forms of urban exclusion. Finally, we discuss how these barriers directly affect gender and its adverse consequences to society as a whole. (Abstract from original source)
Keywords: gender inequality; barriers; transport and land-use planning; social exclusion; time poverty; Mexico City metropolitan area


No abstract available.

Summary:
“Fear of victimization and crime are important concerns for women in cities around the world, and this fear is provoked through encounters with men in public space because they are “unpredictable, potentially uncontrollable and hence threatening.” The South Asian literature has focused more on the subordinate role of women in Indian society and the workplace than on gender-based crime (referred to as “Eve teasing”) in the public spaces and transportation systems in South Asia. The objective of this paper is to elicit information on sexual harassment faced by women commuters in Chennai, India. The study found 66% of the surveyed respondents had been sexually harassed while commuting. Many of the respondents first encountered sexual harassment during their adolescent years. Very few (5% or less) found any of the modal choices to be best. The largest number of women (more than 40%) rated their worst harassment experiences to be in buses and trains with no separate sections for women. The paper offers other findings on the nature and frequency of sexual harassment and suggestions to address these incidents” (Mitra-Sarkar and Partheeban 2011, 74).


Abstract:
Four rural transport programmes, one each in Ghana, Uganda, Kenya and Tanzania, were reviewed in respect of gender mainstreaming. National gender frameworks and transport policies were analysed for each country. The four countries have constitutional, policy and legislative frameworks that underpin the principles of gender equality. Gender mainstreaming measures have further been cascaded downwards into sector policies, including transport. The programmes reviewed showed good practices in integration of gender across the project cycle. However, it is notable that the programmes reviewed were donor-funded and thus were significantly influenced by the gender policies of the funding mechanisms. While it was not ascertained if government-funded rural transport programmes had similarly embedded gender integration issues, there is undoubtedly a good foundation that has been laid through the programmes reviewed in this study. This practice needs to be replicated and institutionalised so that it becomes a common norm across all transport programmes. An important part of this is for national governments to
ensure sector-wide enforcement of the constitutional and legislative gender precepts. The case study programmes reviewed have put in place some good gender performance assessment tools, which provide examples of the tools that could be made mandatory as part of gender accountability in the transport sector. (Abstract from original source)

Keywords: developing countries; knowledge management; public policy


**Abstract:**
The paper discusses transport problems facing women in Cameroon. Among major factors contributing to these problems are: societal attitudes, urban-biased development schemes, gender based discriminatory transport policies, inappropriate spatial organization, and negative trends in the country’s economy. The author argues that the uniqueness of women-specific transport problems warrants special and calculated action on the part of planners and policy makers in a developing nation such as Cameroon. Remedial steps, such as altering societal attitudes, lessening and simplifying women’s chores, promoting non-motorized modes of transport, reducing trip volume and length by, for instance, revamping antiquated zoning ordinances, and actively discouraging gender-based discrimination in public transportation through appropriate legislation, are suggested. (Abstract from original source)


**Abstract:**
This paper reports on an investigation into the effects of gender mainstreaming efforts on the institutions that deliver and support rural transport infrastructure and services in Kenya. It comes at a time when the nation is implementing robust policies, supported by enabling legislative and institutional frameworks for gender mainstreaming as required by the Constitution of Kenya 2010. A multi-level case study was conducted at national and county levels where many institutions were surveyed. Qualitative and quantitative data were collected, covering gender analysis in staffing, decision-making and procurement for a sample of rural transport institutions. Results show that gender mainstreaming efforts have transformed rural transport institutions towards gender-responsive staffing, human-resource practices, budgeting, procurement and implementation of transport-related works. However, achieving the constitutional two-thirds affirmative action policy in staffing remains a challenge, more so in technical and decision-making bodies. The study found that the meaning and purpose of gender mainstreaming is not sufficiently understood by the majority of transport sector institutions. Additionally, gender-disaggregated data are neither readily available nor applied to rural transport programming and implementation. A change of strategy and
long-term progressive efforts are required to realise gender equity in rural transport institutions in Kenya and beyond. *(Abstract from ICE Virtual Library)*


**Abstract:**

Conversations around gender inequality often focus on access to health, education, and workplace rights, but scarcely concern the transportation sector. The latter is highly gender discriminatory, especially in developing countries such as Pakistan, affecting the mobility of women and third genders, who face inequities in the provision and accessibility of this public service. Such constraints to safe, efficient, and comfortable mobility create serious problems for certain genders reflecting their economic security: this by extension is both a cause and an effect of social inequality, and the failure of federal budget allocation towards transportation leading to profound gender disparities in cities. It not only affects mobility but also, consequently, shapes the way in which space is occupied by women in public spheres. In the light of these challenges, this policy paper seeks to highlight the specific mobility challenges faced by women and transgender population, in the metropolis of Karāchī, who commute via public transport that includes buses, taxis and rickshaws. It highlights existing shortcomings in, and recommends an urgent focus on a more inclusive, need-based public transportation system. By drawing on the principles of gender mainstreaming interventions in public transportation in other countries, and data from first-hand interviews with local conductors, bus drivers and passengers – this policy makes some pragmatic recommendations, paying special attention to issues of inclusion, accessibility, safety and mobility. The implications of this study are to enhance evidence-based policy-making in transportation with particular focus on urban planning and gender – sensitive city development. *(Abstract from original source)*


*No abstract available.*

**Summary:**

Few developing country research and development projects have adequately accounted for the intersection of gender, transport, and mobility. This paper brings together recent evidence from rural and urban transport case studies in less developed countries. Women’s disadvantaged position in transport systems is apparent throughout. However, rather than simply use the studies to confirm general trends, this paper highlights both similarities and differences in women’s experiences in order to stress the need for locally-adapted gender-sensitive transport strategies. Once this local dimension is brought back
in, “giving voice” to women in transport planning and practice does not have to remain a lofty theoretical principle. Crucial, practical advances can be made by improving the quality of household and user surveys and by collecting all data in a sex-disaggregated manner. These efforts should be complemented by comprehensive, locally-targeted gender analyses and action plans. Depending on local context, the provision of special transit services to women may be an appropriate intervention, but should not be seen as a permanent solution. (Summary from original source)


No abstract available.

Summary:
“While a growing body of research has demonstrated the significance of mobility to processes of social exclusion and inclusion (Akyelken, 2017; Lucas, 2012; Schwanen et al., 2015), the gendered dimensions of nocturnal mobility remain underexplored. To the extent that they are reported, gendered night mobility research has mostly focused on safety, vulnerability and crime (Cozens et al., 2004; Loukaitou-Sideris and Fink, 2008). Safety and vulnerability are undoubtedly important to mobility and immobility at night, yet focusing exclusively on them is insufficient in accounting for the multi-faceted nature of gendered mobilities. In this paper we explore safety concerns as one dimension of gendered night mobilities, in a framework which points to a wider variety of ways in which changes in transport policy and practice render mobility at night more or less inclusive.

“A related concern of the paper is that in prior discussions, the benefits of night-time public transport for inclusion are often neglected, or alternatively, they are uncritically assumed (Volterra Partners and London First, 2014). What aspects of access to mobility are made possible by night transport services – affordability, access to jobs and services, safety, to name a few – and for whom, can be unclear. Bringing together these two sets of concerns, we examine the 2018 introduction of a night bus service in Sofia, Bulgaria. We draw on a theoretical perspective informed by gender studies in transport and mobility and on a mixed-method research design, in order to critically examine the impact of night-time public transport on inclusion” (Plyushteva & Boussauw 2020, 41).

Keywords: night-time; public transport; gender; inclusion; night mobility


Summary:
“Within the climate change discourse, definitions of equality are not primarily formulated to take differences that are based upon the influences of gender, class, race and ethnicity
within countries into account. One of the main differences are seen between women’s and men’s travel behavior and their resultant impact on carbon dioxide emissions. Current research in Sweden, one of the most gender equal countries in the world, shows substantial differences between women’s and men’s greenhouse gas emissions (Carlsson-Kanyama et al 1999; Polk 1998, 2004). Even though there are large individual variations among both women and men, overall men are more represented among the users who travel the longest, by the most energy intensive modes, resulting in significantly longer travel distances per day than women. Men, on an aggregate level, thus stand for a majority of kilometers traveled by car, and consequently for a majority of carbon dioxide emissions from the transport sector in Sweden (Carlsson-Kanyama et al 1999; Polk 1998). While Sweden is just one case in point, it represents the apex of present gender equality. Similar, if not larger differences, can be seen in other European countries as well as in the US (Crane 2007; Hjorthol 2001).

Differences in travel behavior and their consequent carbon dioxide emissions between women and men become visible when different measures of individual behavior are quantified and aggregated. Such quantified differences must be interpreted carefully since they are generalizations and simplifications from a wide array of complex interactions within social relations and obscure broad variations among women and among men” (Polk 2009, 74).


Abstract:
This paper explores broad trends in road construction and associated transport services development in two West African countries, Ghana and Nigeria, over the last hundred years and considers their impact on the rural poor, with particular reference to rural women. It draws on diverse evidence, including twentieth century colonial archives, personal ethnographic field research undertaken over a 35- year period, associated quantitative surveys, and relevant secondary literature. Following an outline of each major phase in transport development, an assessment is made of its impacts on the rural poor, with particular reference to women. The study concludes with a review of recent donor policy shifts and the prospects for positive change. *(Abstract from EchoGéo)*


Summary:
“This paper draws on empirical data from a three-country (Ghana, Malawi, and South Africa) study of young people’s mobility to explore the gendered nature of children’s journeys to school in sub-Saharan Africa. Gender differences in school enrollment and attendance in Africa are well established: education statistics in many countries indicate that girls’ participation in formal education is often substantially lower than boys’, especially at the secondary school level. Transport and mobility issues commonly form an important component of this story, though the precise patterning of the transportation and mobility constraints experienced by girls and the ways in which transport factors interact with other constraints vary from region to region. In some contexts, the journey to school represents a particularly hazardous enterprise for girls because they face a serious threat of rape. In other cases, girls’ journeys to school and school attendance are hampered by Africa’s transport gap and by cultural conventions that require females to be responsible for pedestrian head loading (transporting loads such as food crops or fuel on the head) and other work before leaving for, or instead of attending, school. Evidence comes from a diverse range of sources, but the data used here are principally drawn from a survey questionnaire conducted with approximately 1,000 children ages 7 to 18 years across eight sites in each country. The aim of this study is to draw attention to the diversity of gendered travel experiences across geographical locations (paying attention to associated patterns of transport provision); to explore the implications of these findings for access to education; and to suggest areas in which policy intervention could be beneficial” (Porter et al. 2011, 105).


Abstract:
This paper illustrates the value of using an action research methodology to improve understanding of gendered patterns of adoption and non-adoption of Intermediate Means of Transport (IMTs) and similar gender-related transport issues. It presents results from a novel action research project undertaken in five farming villages in southern Ghana, a region where IMT usage is currently low. The participatory action research study not only revealed important issues around differences between stated preferences and actual gendered patterns of adoption and non-adoption in the particular context of southern Ghana, but offers a methodology which may have value in many other gender and transport contexts across sub-Saharan Africa and beyond. (Abstract from original source)

Keywords: action research; gender; women; transport; IMT; Ghana


Abstract:
Population-level health benefits are associated with cycling as a means for day-to-day travel. Several factors inhibit women's participation in transport cycling. The aim of the
present study was to investigate the relationship between gender equality using the composite indicator of Gender Equality Index and its six core domains (work, money, knowledge, time, power, and health) plus violence and women's participation in transport cycling across the 28 member states of the European Union. The gross domestic product was included as a controlling variable. Results showed that the composite indicator of Gender Equality Index was associated with women's participation in transport cycling as well as with gender differences in participation in transport cycling. The core domains of health and work were not related to women's participation in transport cycling. Women's participation in transport cycling was associated with the following domains: time, power, and violence. The effect of gender equality varied across different indicators, with the strongest effect size found for time. The traditional sexual division of labour (gender gaps in caring and educating children or grandchildren, as well as in cooking and housework) may inhibit women's participation in transport cycling. (Abstract from original source)

Keywords: bicycling; gender equality; active transport; mobility; Bayesian inference


Abstract:
This paper aimed at finding out what constraint women in transport sector in Lokoja and why employers are reluctant in employing women in the sector? The null hypothesis is that women constraints have no significant effect in transportation sector in Lokoja. Information for the paper was basically from the questionnaire survey method Data generated were analyzed using descriptive statistics such as mean, simple percentages and graphical illustrations. Chi-square analysis was used to test the formulated hypothesis. The result reveals that women constraints have significant effect in transportation sector in Lokoja. Transport business in Lokoja is so dominated by male counterpart and yet some routes are not adequately covered. Based on the aforementioned findings, it is recommended that social attitude in Lokoja, Kogi state and Nigeria in general should be changed in favour of women employment in transport sector. The government of Kogi state should establish driving schools and transport scheme meant to enhance the livelihood of women. The National Union of Road Transport Worker (NURTW) should encourage women to invest in the sector. (Abstract from original source)

Keywords: Gender bias; transport sector; Lokoja; labour force; Nigeria


Abstract:
Gender-based violence on public transportation in Mexico City, Mexico, is a growing concern. Current efforts to counteract the violence have focused on transit vehicles for exclusive use by women and children and campaigns to promote the report of offenses. To characterize the problem, this study conducted a transit user survey, workshops with transit users, interviews with operators, and interviews with experts in the field. The study found that, even though transit users believed that the gender-exclusive transport service reduced problematic encounters, they did not view the service as a solution to the problem of gender-based violence. Transit users would prefer to see the problem addressed through a combination of interventions including social marketing, mobile phone reporting systems, and transit service upgrades. Government agencies acknowledged that gender segregation and current reporting systems were only partially successful, and nongovernmental organizations and private operators agreed. Those agencies added that they were ready to contribute to the effort to find solutions to the problem. Study recommendations included (a) a communication campaign to foster better social behavior by passengers; (b) the use of technology, such as cell phone applications, to enable users to report offenses; and (c) the further investigation of the potential for new technology-based niche transportation services to address particular markets that were unsafe. (Abstract from original source)


Abstract:
What are the strategies which men and women in poor communities utilize to meet their daily mobility needs? This is a key question which captures the emerging policy discussion on transport deprivation in developing countries. As transport deprivation means how people in poor communities, mostly women, experience greatest access problems. The article revisits a neglected dimension of urban poor housing discourse. More often than not, communities are seen as homogenous without recognizing that women and men, from diverse backgrounds, in poor communities have widely varying mobility and accessibility needs. This article initially begins a discussion on the transport experiences, the gendered differences of mobility and travel patterns of the men and women in poor communities, their transport conditions, and the related conditions experienced by poor men and women in three marketplaces. Methods for primary data gathering include (1) a random sample survey of 120 men and women from 3 major marketplaces of the three districts of the city (2) focus group discussions with representatives from four sectors (i.e., transportation leaders, public sector, private sector and NGOs, feminist leaders) and (3) key informant interviews of local and national officials. Secondary data such as official documents of the city were also utilized. While the costs of journey to work vary in the three districts, the time spent traveling for the short distance to work raises time poverty concerns. The article shows that men and women are predominantly pedestrians in a city whose official transport policy and practice is very biased towards high cost projects praised for technological efficiency and management. (Abstract from original source)
Keywords: transport deprivation; mobility; gender and transport; Davao City


Abstract:
Women in most developing countries have limited access to transport services and technology. This lack of transport imposes severe constraints on their access to health, education, and other social facilities and services, making them and their children more vulnerable to serious injury or death as a result of childbirth or another medical emergency. Understanding and responding to women's transport needs are essential for reducing poverty, as reflected in the United Nations statement of the Millennium Development Goals. Many governments and development agencies have learned much from extensive field research and case studies about women's and men's substantially different patterns of mobility needs. In recent years, the World Bank has integrated these gender concerns and needs into its policies and has encouraged borrowing countries to address the concerns of women in their national, regional, and local projects and programs. The World Bank has developed corresponding guidance for the transport sector and encourages its application in Ethiopia. However, the World Bank's Transport Sector is concerned that the outcomes for women of the interventions that it supports often continue to fall short of expectations. This paper describes the steps that are being taken to improve the effective meeting of gender needs. The paper also highlights the value of participating in a broad network of development specialist groups to share experience of effective good practices and to strengthen the scope for matching specific cultural and institutional conditions. (Abstract from original source)


Abstract:
Women form an increasingly large proportion of both the populations of the US and of European countries. This, together with the changing role of women in modern society, has important potential implications for transport policy. Looked at from the micro level, women have different travel patterns from men, reflecting factors such as lower labour force participation, lower income levels, their traditional role in the family, the decision-making structure within households, the current age distribution and physical vulnerability. The situation is changing and this will have implications on transport demands. The female population is also, on average, getting older. Traditional travel modelling spends much time on modal attributes, such as speed and cost, but for many women this may not be the central issue. Security is often important. Standard traffic models only implicitly allow for gender (e.g. travel time is valued different from work
and non-work trips). With the increased complexity of life styles and the growth in multi-purpose trips by women, the conventional approach to travel time valuation may need to be rethought. This paper looks at some of the emerging issues regarding women and travel and puts them in the context of the emerging ideas concerning sustainable transport. (Abstract from original source)


Abstract:
A survey of 4375 slum residents in Nairobi, Kenya, reveals that the majority cannot afford any of the motorized transport options in the city. They cope by limiting their travel outside their settlement and, if they do travel, by often ‘choosing’ to walk. As compared to the non-poor, poor households are systematically worse off. But the burden of reduced mobility is borne disproportionately by women and children. Using joint-choice modeling to empirically explore the travel ‘choices’ of Nairobi’s slum residents, we show that women, men, and children in this population face distinct barriers to access. We conclude that policy aiming to improve mobility and transport access for the poor needs to grapple not only with the crucial issue of affordability but also with specific constraints faced by women and children. (Abstract from original source)


No abstract available.

Summary:
Engendering Cities examines the contemporary research, policy, and practice of designing for gender in urban spaces. Gender matters in city design, yet despite legislative mandates across the globe to provide equal access to services for men and women alike, these issues are still often overlooked or inadequately addressed. This book looks at critical aspects of contemporary cities regarding gender, including topics such as transport, housing, public health, education, caring, infrastructure, as well as issues which are rarely addressed in planning, design, and policy, such as the importance of toilets for education and clothes washers for freeing-up time. In the first section, a number of chapters in the book assess past, current, and projected conditions in cities vis-à-vis gender issues and needs. In the second section, the book assesses existing policy, planning, and design efforts to improve women’s and men’s concerns in urban living. Finally, the book proposes changes to existing policies and practices in urban planning and design, including its thinking (theory) and norms (ethics).

The book applies the current scholarship on theory and practice related to gender in a planning context, elaborating on some critical community-focused reflections on gender and design. It will be key reading for scholars and students of planning, architecture,
design, gender studies, sociology, anthropology, geography, and political science. It will also be of interest to practitioners and policy makers, providing discussion of emerging topics in the field. (Summary from Google Books)

Table of Contents:
1. Planning the Gendered City – Inés Sánchez de Madariaga and Michael Neuman
2. A Gendered View of Mobility and Transport: Next Steps and Future Directions – Anastasia Loukaitou-Sideris
3. Gendered Mobility Patterns of Carers in Austria – Bente Knoll and Teresa Schwaninge
4. Violence Against Women in Moving Transportation in Indian Cities: Reconceptualising Gendered Transport Policy – Yamin Narayanan
5. Planning Mobility in Portugal with a Gender Perspective – Margarida Queirós and Nuno Marques da Costa
7. Why Low-Income Women in the U.S. Need Automobiles – Evelyn Blumenberg
8. Public Toilets: The Missing Component in Designing Sustainable Urban Spaces for Women – Clara Greed
10. Everyday Life Experiences of Afghan Immigrant Women as Representation of their Place of Belonging in Auckland – Roja Tafaroji
12. An Analysis of EU Urban Policy from the Perspective of Gender – Sonia De Gregorio Hurtado
13. Gender Mainstreaming Urban Planning and Design Processes in Greece – Charis Christodoulou
14. Gendering the Design of Cities in Aotearoa New Zealand: Are We There Yet? – Dory Reeves, Julie Fairey, Jade Kake, Emma McInnes, and Eva Zombori


Abstract:
This paper studies the intra-household allocation of cars in car deficient households from a gender perspective. An individual’s car access is measured in terms of duration of car
use over a week. Car deficient households are defined as households with fewer cars than drivers. We develop a set of hypotheses that serve to explain gender differences in car availability, and empirically test some of these hypotheses by using multiple regression analysis. The data we use is the German Mobility Panel 1994–2008. Our findings provide evidence for the importance of social roles and economic power in intra-household negotiations about the limited resource of the household car. We cannot clearly decipher whether patriarchal structures and/or gender preferences are relevant as well, but our data suggest that both may play a role. (Abstract from original source)

Keywords: gender; car availability; car deficient households; time use; intra-household car allocation


No abstract available.

Summary:
“Inadequate health care and long delays in obtaining care during obstetric emergencies are major contributors to high maternal death rates in Tanzania. Formative research conducted in the Mwanza region identified several transportation-related reasons for delays in receiving assistance. In 1996, the Cooperative for Assistance and Relief Everywhere (CARE) and the Centers for Disease Control and Prevention (CDC) began an effort to build community capacity for problem-solving through participatory development of community-based plans for emergency transportation in 50 villages. An April 2001 assessment showed that 19 villages had begun collecting funds for transportation systems; of 13 villages with systems available, 10 had used the system within the last 3 months. Increased support for village health workers and greater participation of women in decision making were also observed” (Schmid et al. 2001, 1589).


No abstract available.

Summary:
This edited collection brings together feminist research on transport and planning from different epistemologies, with the intention to contribute to a more holistic transport planning practice. With a feminist perspective on transport policy and planning, the volume insists on the political character of transport planning and policy, and challenges gender-blindness in a policy area that impacts the everyday lives of women, men, girls,
and boys. The chapters discuss everyday mobility as an embodied and situated activity in both conceptual and theoretical ways and suggest practical tools for change. The contributions of this collection are threefold: integrating gender research and transport planning, combining quantitative and qualitative gender research perspectives and methods, and highlighting the need to acknowledge the politicization of transport planning and transport practice. (Summary from Palgrave MacMillan)

Table of Contents:
1. The Political in Transport and Mobility: Towards a Feminist Analysis of Everyday Mobility and Transport Planning – Tanja Joelsson, Christina Lindkvist Scholten
2. Are We Still Not There Yet? Moving Further Along the Gender Highway – Clara Greed
3. Travel Choice Reframed: ‘Deep Distribution’ and Gender in Urban Transport – Caren Levy
5. How to Apply Gender Equality Goals in Transport and Infrastructure Planning – Lena Levin and Charlotta Faith-Ell
6. Til Work Do Us Part: The Social Fallacy of Long-Distance Commuting – Erika Sandow
7. Measuring Mobilities of Care, a Challenge for Transport Agendas – Inés Sánchez de Madariaga and Elena Zucchini
8. The ‘I’ in Sustainable Planning: Constructions of Users Within Municipal Planning for Sustainable Mobility – Malin Henriksson
9. Towards an Intersectional Approach to Men, Masculinities and (Un)sustainable Mobility: The Case of Cycling and Modal Conflicts – Dag Balkmar
10. Hypermobile, Sustainable or Safe? Imagined Childhoods in the Neo-Liberal Transport System
11. Gendering Mobilities and (In)equalities in Post-Socialist China – Hilda Rømer Christensen
12. Towards a Feminist Transport and Mobility Future: From One to Many Tracks – Tanja Joelsson and Christina Lindkvist Scholten


Abstract:
This paper explores the question of how to promote cycling among women who face disproportionate mobility and accessibility barriers in rapidly urbanizing contexts by analyzing empirical findings from a multi method research study based in Solo, Indonesia. Building on and applying a combination of critical gender, geography, and development perspectives, it focuses on the perceptions, attitudes, and behaviors of women residing in low income neighbourhoods with little access to public transportation networks in Solo as an ‘indicator species for bike friendly cities’. Based on research and analytic findings, the paper further contemplates alternative policy and planning
approaches to promoting cycling in more gender inclusive and responsive terms. 
(Abstract from original source)


Abstract:
In this paper, we provide a comparative and mixed methods assessment of the gendered dimensions of electric mobility and stated preferences for electric vehicles in the Nordic region. This includes the potential for such vehicles to be configured in a vehicle-to-grid (V2G) manner, where they can store energy and offer services to the grid, generating revenue and accelerating decarbonisation. Based primarily on a survey distributed to a mix of more than 5000 respondents across five countries, research interviews, and focus groups, and supplemented with a comprehensive literature review, we examine how perceptions, attitudes, values and identities towards electric mobility differ by gender. We use this data to test, and largely confirm, with some exceptions, three hypotheses: H1: Men use cars (conventional and electric) more than women, more often own a car or EV, drive further than women, and use less public transport. H2: Women have stronger preferences for the environmentally friendly or safety attributes of vehicles (such as EVs and V2G), reflecting higher levels of environmental awareness. H3: Women attach less importance to acceleration, power, or sound, whereas men will emphasize range, sex appeal, and acceleration. In examining these hypotheses about gender, we reveal the more complex social dynamics behind how potential adopters in Denmark, Finland, Iceland, Norway, and Sweden consider and calculate various aspects of conventional mobility, electric mobility, and V2G. (Abstract from original source)

Keywords: gender; femininity; masculinity; electric vehicles; vehicle-to-grid; electric mobility


No abstract available.

Summary:
“This paper examines the transportation and labor market experiences of women at a stage of life that has been called “emerging adulthood,” “young adulthood,” and even “older youth.” Although young children and older individuals have been the focus of transportation policy research, research on mobility and transportation issues facing young adults is much more limited. The main research questions addressed by this paper are (a) how do the transportation and labor market experiences of young women compare
with those of young men and (b) what factors are likely to contribute to the transportation experiences of young women? The National longitudinal Survey of Youth, which is a panel data set of a large sample of respondents since 1979 and continuing until the present, was used. Gender differences were examined in several labor market indicators, including the age at entry into the labor force, the number of jobs, the number of weeks worked per year, and average age earnings. The transportation indicators analyzed are perceptions of young women with regard to difficulties associated with transportation, job search distance, and the duration of time they remain carless after entering the labor force. Compared with men, a higher proportion of young women perceived difficulties with their travel and transportation conditions, were likely to restrict their job search geographically to a smaller area, and acquired a vehicle earlier through their husbands or later if single. More research is needed to better understand gender-based mobility policies that apply to a large cross section of young women” (Thakuriah et al. 2011, 276).


Abstract:
The discussion within a number of Global South cities is increasingly focused on the planning and implementation of large-scale urban mass transport systems. There is, however, a significant challenge of delivering such large investments in a manner to produce equity in the benefits across different urban spaces and across different social groupings. The transaction costs of urban survival and its associated urban mobility and their differences across gender and other social groups may work against the distribution of benefits predicted from traditional individualistic, utility-maximising rational choice planning models. This may affect the social sustainability of such large-scale investments. There is a need for new methods and protocols in transport planning and management to ensure that such transport systems promote social sustainability. The mainstreaming of gender into the planning, financing, implementation, operation and management of such large-scale urban transport systems is a fundamental component for tackling the challenges facing the delivery of social sustainability. This paper will look at a case study of the Jabotabek Suburban Rail and Bus Rapid Transit systems in Jakarta as examples of large-scale mass transit investment. It will draw on survey research that highlights the gender differences in the use of this large urban transport system, gender differences in how the system interacts with geographies of opportunities and daily travel patterns, gender differences in the impact of the systems operation on passenger safety and security. It will highlight the need for new gender and user group protocols in the planning, implementation and management of urban mass-transit systems. It will provide some concrete examples of what measures would arise from such new planning protocols. (Abstract from original source)

Keywords: Jakarta; urban mass transit; gender planning protocols; social sustainability

Abstract:
Women tend to be exposed to more restrictions in their mobility requirements than men and a lot of evidence from research has shown that there are differences between males and females in terms of the access, usage pattern and burden of transport. This study examines the usage of transport modes, transportation problems and adaptation strategies of male and female students in Ilorin city. A total of 381 students were sampled from four higher educational institutions in the city. The data were analysed using simple percentages, tables, graphs and chi-square statistical technique. Results show that more males (16.7%) than females (9.2%) travel by bus while 28.3% of the females as against 23.3% of the males travel to school by taxi. Magnitude of various transportation problems was also found to differ between the sexes. The difference in modal choice between the males and females was however, not significant at 0.05 level of significance. In addition, the study shows that the male and female students significantly perceive the magnitude of the various transportation problems differently and also significantly differ in their adjustment to these problems. Recommendations include the provision of more on-campus hostel accommodation particularly for female students, provision of more school buses and adoption of separate queues for males and females at bus stops.

(ABSTRACT FROM ORIGINAL SOURCE)
*Keywords*: gender differences; travel behavior; campuses; transport modes; transportation problems


Abstract:
The Millennium Development Goals (MDGs) specifies gender equality and sustainable development as their two central priorities. An area of critical importance for sustainable and gender-fair development is mobility and transport, which has so far been neglected and downplayed in research and policy making both at the national and global levels. Rooted in the history of the topic and the emerging ideas on smart, green and integrated transport, this paper presents a literature review of on gender and transport in the low- and middle-income countries. The paper presents a host of cross-cutting topics with a concentrated focus on spatial and transport planning. The paper further identifies existing research gaps and comments on the new conceptualizations on smart cities and smart mobilities in the Global South. Due attention is paid to intersections and synergies that can be created between different development sectors, emerging transport modes, data and modeling exercises, gender equality and sustainability. (ABSTRACT FROM ORIGINAL SOURCE)

*Keywords*: gender; transport; accessibility; smart city; smart mobility; low- and middle-income countries

No abstract available.

Summary:
“In the non-motorized transportation field, gender differences in bicycling and walking are well documented, and personal safety has been identified as a deterrent to their increased usage. This concern for safety is not limited to the physical environment of the roadways, but includes the individual’s perception of safety in the surrounding neighborhoods as well as the environment of multi-use paths and lanes. This paper uses data from the National Crime victimization Survey and the FBI’s National Incident-Based Reporting System to examine gender issues and to identify major safety and security concerns for users. The study incorporates focus group recommendations to offer planning and policy recommendations to increase the number of women who choose non-motorized transportation” (Vaughn 2011, 95).


No abstract available.

Summary:
“The majority of mothers in Japan are not employed out- side the home, but their role in chauffeuring and accompanying children on their trips is much less than in Western societies. Cultural expectations and the built environment in the Osaka region of Japan contribute to children as young as 10 and 11 traveling without adult accompaniment for the majority of trips. This independent travel in turn reduces the chauffeuring burden on parents. The chauffeuring of children in the United States and other Western countries is conducted mostly by mothers, but the role of mothers in the travel context of their children’s travel has not been investigated for Japan. Children ages 10 and 11, from nine different schools in varying neighborhoods, were surveyed about their travel by using a child-friendly diary. The survey results show that parents accompanied children for less than 15% of their trips on weekdays, whereas data from the United States indicate that children are accompanied by a parent on more than 65% of weekday trips they make. The average daily travel time was 40 min for children in Japan versus 72 min for their American counterparts, despite a similar number of trips per day. The paper further examines children’s trips with the accompaniment of parents, by sex of parent, by time of day and mode, and by destination. The influence of various built environment factors on children’s travel is examined.” (Waygood 2011, 163-78).
measurements and car ownership on accompaniment and the accumulated time burden on parents is also examined. This research contributes to land use planning through examining the built environment and mobility management through discussion on cultural values” (Waygood 2011, 163).


No abstract available.

Summary:
“In international surveys, Sweden is considered to be the locus classicus for gender mainstreaming. At a macro level, the picture is clear, as government directives include specific goals for gender equality and the expectation that public agencies will mainstream gender into their core business. At a micro level, the situation is more complex. Formal governance meets with gendered norms and cultures that are equally strong, but informal, driving forces among civil servants. The question raised here is how the management control system functions under the pressure of mainstreaming gender. With an interpretive approach, research has been conducted to disclose constructions that tend to enable or to hamper gender equality in the practice of management control at a micro level. The evidence stems from a case study of the Swedish Road Administration and the Swedish National Rail Administration. Interviews, observations of meetings, and close reading of documents furnish this paper with data covering the years 2002–2007 with regard to a policy goal of a gender-equal transport system. Applying a gender perspective together with a sociological institutional perspective makes gendered rules, norms, and culture visible. The results show how management control is involved in integration of gender by assimilation and by decoupling, obstructing transformative gender mainstreaming. The administration is busy keeping up the appearance of fulfilling the goal, legitimizing its activities by reporting relative fulfillment in accordance with the rules of the control system, regardless of the relevance connected to the norms of gender equality. The management control system perpetuates a culture in which reliability lies in measurability; therefore, the goal of gender equality results in a quantitative perspective on women and men instead of a qualitative gender perspective on the transport system” (Wittbom 2011, 264).


No abstract available.

Summary:
“This briefing focuses on the unsafe mobility of women when they are in transit, with a specific focus on public transportation. Since the Phnom Penh Municipality considers revamping the public transportation system, there is an opportunity for the municipality to craft a gender-responsive public transportation policy” (You 2019, 222).


Abstract:
As vulnerable road users, cyclists are suffering from a disproportionate burden of crash injuries and fatalities. Road anger has been demonstrated as an important precursor of unsafe behaviors and crash-related outcomes for drivers. However, little attention has been paid to road anger experienced by cyclists and less is known about how cyclists’ road anger would impact their road safety, especially in middle-income countries. The purpose of this study was to evaluate the psychometric properties of the Cycling Anger Scale (CAS) in a Chinese sample, and to explore the road anger experienced by Chinese cyclists as well as international differences regarding cycling anger. A further aim was to investigate the relationship between cycling anger and cyclists’ demographics, gender roles, cycling-related experience, risky riding as well as aggressive riding. The survey was operated with an online questionnaire. A total of 442 cyclists were included in the final sample. Confirmatory Factor Analysis supported the original four-factor solution of the 14-item CAS. The overall cycling anger and anger levels in different situations reported by Chinese cyclists significantly differed from those of German and Australian cyclists. Cyclists with a stronger masculine identity reported a higher level of cycling anger, and those who cycled for over 20 km per week were less likely to be provoked by interactions with cars, cyclists and pedestrians. Cyclists who had been involved in crashes over the past three months reported a higher level of anger towards car interaction. Besides, both risky riding and aggressive riding were significantly correlated with cycling anger, and the two types of behaviors were predicted by different aspects of cycling anger. This study again demonstrates that the CAS is a reliable and valuable tool to measure cyclists’ road anger, and the results can aid in designing evidence-based interventions for cycling anger in China. (Abstract from original source)

Keywords: gender roles; cycling-related experience; risky riding; aggressive riding

B. Non-Academic Resources


Abstract:
The paper highlights some of the results and findings from several studies carried out in Africa and Asia to show how rural travel and transport could catalyse rural development.

The paper discusses the rural accessibility planning tool which has been developed by ILO and gives detailed insight on gender and rural access problems related to distribution of transport workload among rural households.

Case studies from Malawi and Zimbabwe have been used to show some possible interventions which can reduce the transport burden and provide means of transport that are suitable to women. (Abstract from original source)


No abstract available.

Summary:
“Mobility is a major factor in access to economic resources, education, health and other key elements influencing women’s empowerment. In Middle East and North African countries, like in many other developing economies, women’s mobility is constrained not only by limited transport supply, but also by social factors reducing women’s access to the outside world as well as political realities.

“The following brief is a summary of three studies that were implemented on Gender and Transport in the region, two in Yemen and one in West Bank Gaza. The goal was to better understand how transport infrastructure and services are facilitating or constraining women’s access to resources, markets, training, information, and employment. A key objective was also to identify priority areas for public intervention to improve women’s mobility and enhance their access to economic empowerment” (Aljournaidi 2010, 1).


No abstract available.

Summary:
“Cities grow rapidly: Since 2000, there are more people living in urban areas than in rural ones. Ninety-five percent of all urbanization is expected to occur in cities in developing countries and this is where the majority of cities with populations over 10 million will be. (UN Habitat 2016) Transportation systems make cities function and provide access to goods and services. As cities grow so does demand for transport. In 2050, there may be three to four times as many passenger-kilometers travelled as in the year 2000 (UN Habitat 2012). A lot of this growth is happening in the form of slums, or in conditions of poverty – and the majority of the urban poor are women.

“While the impacts of urban growth are well documented, the impacts of this growth on men and women are not, and there is still no systematic inclusion of women’s needs in transport projects. Transport is often seen as gender neutral – a road or bus system will benefit all equally. In fact, it’s not! Women and men have different expectations, needs and constraints for using transport. Without taking this into consideration, planning and projects do not adequately meet this demand, and transport is not efficient and is unsustainable.

“In 2017, the debate about sexual harassment of women has caused an international outcry and led to increasing public attention for the restrictions of mobility women face in their daily movements in the city. It has given momentum to long overdue debate in transport policy, planning and operation. While the differences between how men and women use transport are widely known and acknowledged, approaches on how to address them are just recently being discussed, researched, tested and implemented- and it has given momentum to a discussion long overdue in transport policy, planning and operation.

“This sourcebook has also been developed to look at where gender and urban transport intersect, seeing the concept of gender as a transversal topic that is relevant in all phases of planning, design and implementation and one that needs to be urgently addressed. It examines transport systems around the world to establish what is important for transport users in general and how gender affects the ways users view and experience transport. To date much of the current work on gender and transportation in developing countries has focused mostly on rural transport and there is a lack of analysis of gender responsive transport planning and projects in urban areas. This module aims to bridge that void and bring together current best practices” (Allen 2018, 5).


*No abstract available.*

**Summary:**
ADB is committed to mainstream gender equality approaches in all sectors of its operations. This publication assesses the nexus between gender inequalities, HIV spread,
and infrastructure development. A desk review and comparative analysis of existing infrastructure sector policies, legal and regulatory frameworks related to HIV prevention in Cambodia, the People’s Republic of China, India, Papua New Guinea, and Tajikistan identifies factors which may contribute to promote an effective response to the epidemic. The assessment of and field visits in selected ADB transport project sites identified promising practices for a more sustainable and gender-inclusive response to the epidemic. (Summary from ProQuest)


*No abstract available.*

**Summary:**
The purpose of the tool kit is to assist staff and consultants of the Asian Development Bank (ADB) and government partner executing agencies to conceptualize and design gender-responsive projects in the transport sector. ADB’s Policy on Gender and Development adapts gender mainstreaming across all sectors to promote and support gender equality and women’s empowerment.

The tool kit provides guidance for transport sector specialists and gender specialists by drawing attention to the gender dimensions of transport, and how to mainstream gender equality issues into transport project design, implementation, and policy engagement (Summary from ADB)


**Abstract:**
The UK Government’s 1997 White Paper on International Development states that a commitment to equality between men and women ‘is an integral and essential part of our approach to development’, that it is ‘…based on principles of human rights and social justice’, and that poverty cannot be eliminated ‘…until men and women have equal access to the resources and services necessary to achieve their individual potential and fulfill their obligations to the household, community, and more broadly, society’. The Global Platform for Action at the 1995 World Conference on Women in Beijing agreed that a more strategic approach is required to promote full equality between all men and women, as opposed to the former efforts of focusing on women’s practical needs through a reduction of the burden placed on them by poverty and their multiple roles in society.
This paper is intended to draw on the experiences of various organisations, including the Department for International Development, World Bank and International Forum for Rural Transport Development (IFRTD). Its purpose is to discuss gender and transport issues and identify some interventions which can be adopted to alleviate the transport burden of rural women. (*Abstract from original source*)


*No abstract available.*

**Summary:**
The paper explores how transportation systems have failed to account for diverse mobility patterns and needs among genders. It provides an overview of the gender aspects of sustainability mobility for civil society, government officials, foundations, and transport experts, and it offers a set of recommendations to improve access for women. The paper further discusses how transport systems historically have not taken into consideration the different mobility patterns and needs between genders and how this creates a dynamic that perpetuates gender gaps in society, in both developed and developing world cities. (*Summary from WEDO*)

**Breengaard, Michala Hvidt, Hilda Rømer Christensen, Helene Hjorth Oldrup, Helle Poulsen, and Tea Malthesen. 2007. TRANSGEN – Gender Mainstreaming European Transport Research and Policies: Building the Knowledge Base and Mapping Good Practices. Copenhagen: Co-ordination for Gender Studies, University of Copenhagen.**

*No abstract available.*

**Summary:**
“This report documents that there are clear and persistent gender differences in travel patterns. Men consistently travel further than women, men are more likely to travel by car and women by public transport, and women’s trips tend to be more local. Explanations to these differences are linked to unequal gendered relations in the household and labour market and urban structures as well as gender 56esarrollo56e56. This means that men and women make different uses of a shared system of transport” (Breengaard et al. 2007, 5).


*No abstract available.*
Summary:
“While greater account is increasingly being taken of gender in a variety of areas, little progress has been made in this respect in the transport sector. In both developed and developing countries, our societies are gendered in that women and men play different roles, notably because household chores and children are mainly the preserve of women, which reduces the time they have available for activities for which they are responsible and for the trips they need to make in order to perform these activities.

“Development, employment and even health policies must take account of the issue of travel. And to do this successfully, it is essential to seek ways in which to incorporate the issue of gender into policies relating to mobility and transport.

“At present, it is no longer women’s non-governmental organizations that stress this point, but the community as a whole. It is for this reasons that this theme is now being examined in greater depth by the International Transport Forum which commissioned this report.

“The report begins with an overview of the situation, and then presents good practices and a set of recommendations. It addresses both developed and developing countries, urban and rural areas, and infrastructure and services” (Duchene 2011).


No abstract available.

Summary:
“The greater amount of time that women spend relative to men on caring-related roles, results in women and men travelling by different means, at different times, to different locations over different distances. These differences are not addressed systematically by current transport policy and provision.

“The present transport system has largely been constructed for men by men. The evidence for this is provided by the nature of vehicle design; the extent of radial routing (i.e. routes that run from suburb to centre) in public transport, which means that passengers have to travel to the centre and out again to arrive at an area adjacent to their starting points; and the emphasis on the peak-time periods in the provision of bus and rail services.

“Transport professionals are increasingly aware of the social dimension of transport. There is, however, still a fundamental lack of awareness of the gender-differentiated impact of transport policy and provision. Piecemeal initiatives, such as the Public
Transport Gender checklist produced by the Department for Transport, are often not implemented at a local level and their take-up is not closely audited.

“The need to address specifically the different needs of women and men appears not to be understood by transport policy-makers. This may be because it is believed that it is cheaper to do nothing, that gendered transport planning is an ‘add-on’ to ‘proper’ transport planning and policy and that gender-awareness does little to improve or substantially re-direct the final outcome of the transport policy” (Hamilton et al. 2005, iii).

**International Forum for Rural Transport and Development (IFRTD). 2004.**
“Mainstreaming Gender in the Transport Sector – From Rhetoric to Practice.”

*No abstract available.*

**Summary:**
“Recent research funded by the World Bank helps us to examine the nature of this progress. The research carried out by IC Net, TRL and members of the IFRTD network looks at a series of donor supported projects and programmes from the transport sector that have, or should have, integrated gender within them. It reports the findings of 10 separate case study reports from 9 countries across the developing world. Seeking to broaden the micro-scale, household, and village level focus of earlier projects/research, in order to examine transport programmes and projects in the context of; the national gender and transport policies within which they operate; and the approaches and capacity of the transport institutions responsible for their implementation” (IFRTD 2004, 1).


*No abstract available.*

**Summary:**
“Transport connectivity is a crucial factor in economic development- connecting people to opportunities and businesses to markets enhances potential for inclusive growth and prosperity. In Transforming our world: the 2030 Agenda for Sustainable Development, the United Nations highlights that better transport connectivity improves mobility and serves ultimately as a catalyst for integration between local communities, cities, regions and countries.

“This compendium is a collection of voices from international organisations, governments, businesses and academia on the importance of transport connectivity as a factor in women’s empowerment. It showcases that enhanced transport connectivity provides better access for women and girls to education, jobs and other opportunities. It
highlights that transport planning should consider the needs of, and access to opportunities, for all travellers equally. International Transport Forum (ITF) stakeholders propose solutions for better transport connectivity for women and girls; solutions that ultimately result in more inclusive and sustainable transport. Examples from different modes of transport, including road, aviation and maritime are covered in this report” (ITF 2019, 6).

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19. Women’s Travel and Participation in Regional Transport Systems – International Transport Forum

No abstract available.

Summary:
“If we bothered to anthropomorphize the problems of public transit, we’d probably consider them equal-opportunity haters. Cars crowd, fares rise, service dwindles for one and all.

“But it turns out our public transportation services might harbor a bit of a gender bias against women. That’s the argument put forth by Gendered Innovations, a Stanford University project devoted to gender analysis, in a new line of study called ‘Transportation: Reconceptualizing Data Collection.’

“By reexamining transportation data, the researchers at Gendered Innovations believe they’ve uncovered evidence that women ride transit systems much more often than typical numbers suggest. The researchers contend that regular transit surveys obscure the number of trips caregivers (particularly parents or, more likely, mothers) take; that serial trips, which women make more often than men, aren’t sufficiently defined; and that aggregated ridership figures, particularly by race, create incomplete pictures of the riding public.

“These true numbers, the researchers conclude, should encourage metro transit systems to redesign facilities to accommodate the transport needs of women” (Jaffe 2012, 1).


Abstract:
Women report day-to-day experiences of harassment, catcalling and general discomfort, much of it on transportation systems, affecting their sense of safety and self-worth. This report, prepared by the NYU Rudin Center for Transportation, is based on an online survey of New Yorkers conducted in September-October, 2018. The Pink Tax is a form of gender-based price discrimination. It is the extra amount that women pay for certain products, such as deodorant, and services, including dry cleaning. A study conducted by the New York City Department of Consumer Affairs found that on average, women’s products cost 7% more than similar products for men. This report seeks to determine whether and how the Pink Tax applies to Transportation in New York City. (Abstract from the National Academy of Sciences)

in Developing Cities. Eschborn: Deutsche Gesellschaft für Internationale Zusammenarbeit (GTZ).

Abstract:
This module, which is a component within the GTZ Sourcebook on Sustainable Urban Transport, examines transport systems around the world to establish what is important for transport users in general and how gender affects the ways that users view transport. Ultimately these are universal concerns. When gender-based needs are not taken into consideration, transport is inefficient and unsustainable. Urban transport systems are frequently overlooked in discussions of quality of life issues for city dwellers. Moreover, transport is often seen as gender neutral – a road or a bus system is seen to benefit all equally, however this isn’t a given. Urban transport systems are dynamic, influenced by society and influencing the choices that members of that society make. The objective of this module is to promote thinking about the concept of gender in urban transport through two concepts – fashion and affordability. The author defines ‘fashionable’ in this context as public transport, cycling and walking which is attractive to the consumer as it offers personally satisfying advantages (cleanliness, safety and convenience) that compete with the perceived advantages of private cars. (Abstract from BRIDGE)


No abstract available.

Summary:
Achieving the target of sustainability in urban mobility also means considering the needs of different users and thereby offering equal levels of accessibility to transport to all different groups. The need to adopt a gender-sensitive perspective is emerging as a challenging and impending task for urban mobility policy makers and planners. In this sense, to be effective, urban mobility policy action needs to be more gender-sensitive. A review of the body of literature and research confirms that still little is known about specific needs of genders. On the other hand, the analysis of the socio-economic background together with projections and trends confirm that, though narrowing, the gap between genders is still evident and has effects on mobility patterns.

Lower employment rates, part-time roles and low-wage positions are the main factors which determine a sensible difference between genders in the labour market, in social life and in transport behaviour. Furthermore, even at retirement gender needs are notable, given that women make up the predominant part of the elder population. The picture that emerges is one where women travel differently than men in relation to transport modes used, distance travelled, the daily number of trips and their pattern, and, not surprisingly, they also travel for different purposes.

The gender imbalance emerging from current patterns and trends in mobility and transport reveals the existence of a disparity, which essentially affects three different
aspects: the lack of knowledge of gender issues and the scarcity of gender mobility data and statistics, the need to plan gender tailored mobility services and the need to better exploit the synergies between urban and mobility planning.

In this document some noteworthy gender-sensitive experiences of pioneer European countries and cities that have started embedding gender mainstreaming in urban and mobility planning are presented. However a consolidated and shared gender perspective in mobility policy-making is still far from being achieved.

Lessons learned from experiences across Europe reveal that, in addition to the large information gap to be filled by improving gender-based statistical data and research, the measures implemented at local level are usually pilot projects, presenting implementation and sustainability problems due to the lack of dedicated public funds projects. Furthermore, addressing women’s mobility requires interaction between transport and welfare policies which might increase the complexity and length of the decision-making process.

From these considerations gender-sensitive policy recommendations are drawn: key issues to be tackled are the support of women’s participation in decision-making, the improvement in accessibility, safety and comfort of transport modes and the planning of transport services in response to gender needs. Notably, an important driver in this process could be the fact that, according to some studies, women are more likely than men to support or accept sustainability and green economy policies as they appear to be more sensitive to environmental risks and more prepared to make behavioural changes.

*(Summary from original source)*


**Abstract:**
Gender is one of the key socio-demographic variables that can influence travel behaviour, but it is often the least understood. Understanding travel behaviour by gender will help better design transport policies that are efficient and equitable. Due to the gendered division of work in households, women often have multiple tasks and activities. As a result, women are more likely to have shorter commute distances, to chain trips, to have more non-work related trips, to travel at off-peak hours, and to choose more flexible modes. This study examines travel behaviour by gender in eight different cities, across three different continents, focusing on transport mode, trip purpose, travel distance and departure time for Auckland, Dublin, Hanoi, Helsinki, Jakarta, Kuala Lumpur, Lisbon and Manila. The most common trends found in the cities are that women tend to travel shorter distances and prefer public transport and taxi services to cars more than men.

*(Abstract from original source)*

No abstract available.

Summary:
“Seventy percent of the 1.3 billion people living in poverty worldwide are women, according to the UN 1995 Human Development Report. Transport-related issues such as access to jobs, markets and social/educational facilities play an important, but underappreciated role in perpetuating women’s disadvantaged position in society. While there have been an increasing number of efforts to incorporate gender perspectives especially into the health, education and agricultural sectors, much fewer attempts have been made in the transport sector” (Peters 1999).


No abstract available.

Summary:
The performance of urban transport services places different burdens on women and men, with the costs of poor public transport often being borne by women. Safe, comfortable, convenient and affordable transport can play an important role in not only helping meet women’s practical needs such as access to schools and markets, but also in contributing to their strategic empowerment by facilitating access to social and economic opportunities.

While there is momentum by different levels of government in addressing women’s safety in public transport, urban transport investments are largely gender blind with a limited understanding of the interrelationships between gender and transport inequities. Sustainable urban development will remain elusive without integrating women and girls’ safety, comfort, convenience and affordability in urban transport. Addressing this, and as a first of its kind, a paper on Women and Transport in Indian Cities was created by ITDP India Programme and Safetipin.

This paper outlines the broad issues faced by women and girls when using or accessing urban transport, and recommends key measures to enable equitable access. The brief recommends gender responsive indicators, service level benchmarks and guidelines for comprehensive/green mobility plans as well as walking, cycling, public and intermediate public transport. (Summary from ITDP)

No abstract available.

Summary:
“Indeed, in a recent survey of over 5,000 persons conducted across Delhi by JAGORI and New Concept for the Government of Delhi, over half of the women respondents reported that public transport was the most unsafe ‘place’ for women in the national capital. The survey was released in July this year. Forty percent said that waiting for public transport was equally risky. Yet, using public transport is not optional for most women, whether in Delhi or elsewhere. A safe and women-friendly public transport system – not only the various modes of public transport like buses, metro, auto-rickshaws and taxis but also associated infrastructure such as bus stops and metro stations, pavements and other waiting areas – is, therefore, central to improving women’s safety, and enhancing their access to their city” (Suri 2010, 1).


Abstract:
This report 64esarrollo64 four country case studies conducted in Ghana, Kenya, Tanzania and Uganda as part of a networked research project. The case studies analysed transport sector policies, legislation, regulations and programmes in order to generate key learning around good and promising gender mainstreaming practices for possible up-scaling. Each of the case study countries has political frameworks that allude to gender equality, to varying degrees, in law and policy. However, many of these political commitments are yet to translate into gender equitable transport. The attempts to incorporate gender in most of the national transport policies were found not to be methodical with some relegating gender to specific sections of the documents. The traffic and safety regulations were found to be most lacking in gender responsiveness, as they did not refer to sexual and gender-based violence that is reportedly prevalent in public transport spaces. A project cycle analysis of seven rural transport projects revealed various innovative approaches adopted to mainstream gender, some of which informed transport policy and practice. To further institutionalise mainstreaming, the report recommends evidence-based policy engagement, collection of gender disaggregated transport data, gender capacity building of transport and engineering professionals/researchers and retrofitting of policy and regulations for improved gender sensitivity. (Abstract from original source)

Abstract:
This Results Profile talks about empowering local women, and delivering better-maintained roads in rural Vietnam. The rapid expansion of the road network in rural areas had created new challenges in terms of sustainability. The Third Rural Transport Project identified barriers along the route to more accessible road networks, including a lack of incentives to local bureaucracies to regularly maintain rural roads in remote areas. The project provided financing support to ethnic minority women to undertake road maintenance in rural areas, thereby increasing women’s employment in poor, remote areas, and developing a cost-effective way to maintain rural roads. (Abstract from the World Bank)
III. Gender and Mobility

A. Academic Resources


Abstract:

This paper examines the instances of one-day immobility in Pakistan and reports its socio-demographic determinants using the nationally representative dataset of the 2007 Pakistan Time Use Survey. Of 37,830 time diary respondents, nearly 30% did not report travel during the diary day. Homemakers and those out of the workforce were more likely to be immobile than employed or student respondents. Immobility rates were very high among women (55%) as compared to men (4%). Among women, those between 20 and 34 years of age, married, with children, having better education, dependent on other household members and those living in higher income households were more likely to be immobile. The excessive gender nature of immobility seems to be triggered by a gender-based sociocultural environment, which restricts female mobility due to family honor concerns. Other than this, those living in the provinces of Sindh and Khyber Pakhtunkhwa or in urban areas were more likely to be immobile than those living in Punjab and Sindh provinces or in rural areas. The significant geographic effect at broader spatial scale is caused by the demographic structure as well as due to differences in the social and cultural context of these areas. Finally, questions regarding the measurement of immobility and the potential implications of increased female immobility are discussed. *(Abstract from original source)*

Keywords: mobility; travel behavior; gender; time use; immobility; Pakistan


Abstract:

This paper addresses gendered mobilities in Mardin in the context of the implications of transport investments for the female labour market. I seek to illustrate that the relationship between infrastructure provision and gendered mobilities is entangled in a wider context which encompasses politics and cultural geographies. Drawing on theories of mobilities, I argue that a lack of understanding of the complementary and contradictory impacts of local context and physical infrastructure investments may undermine social and cultural conditions within communities, resulting in misguided development policies. *(Abstract from original source)*

Keywords: gender and mobilities; Turkey; Mardin; regional development policy; transport

No abstract available.

Summary:
This chapter explores the intersections of gender, mobility, and violence by analysing gender as a key mediator of mobility in two urban areas of Pakistan: Karachi and the twin cities of Rawalpindi-Islamabad. Karachi is the commercial hub of the country, Islamabad is the federal capital, and Rawalpindi is the headquarters of the all-powerful Pakistani military. Much journalistic, and some academic, attention has been paid to the various kinds of violence in Karachi: terrorist activity, ethnic violence, and extrajudicial killings by law-enforcement agencies. As women and men move through public spaces-streets, neighbourhoods, and the larger city-they indicate different aspects of mobility. The chapter suggests that certain mobilities, mostly masculine, impact the immobility of other genders; and that these gendered mobilities are inextricably bound with social norms, class, ethnicity, and violence. The larger context of dominant masculinity inhibits women’s mobility, as do its claims about the appropriate and “natural” behaviours of men and women in public and private spaces. (Summary from Taylor & Francis Group)


Abstract:
Tehran’s subway, the most affordable means of public transportation in the city, offers a useful context to study the relationship between women’s spatial mobility, the construction of self, and social production of space. This study focuses on Line 1 of Tehran’s subway that connects Tehran’s Bala Shahr (Northern Tehran) and Paeen Shahr (Southern Tehran) neighborhoods. This study draws upon 46 semi-structured interviews with women who were using subway Line 1 in the fall and winter of 2012. The average hour-long interviews examine how women’s emotional states as well as their perceptions of self and space vary as they traverse the city on Line 1. Representing a cultural as well as a spatial transect through the city, the perceptions of women on subway’s Line 1 convey the repudiation of the state’s attempt to promote a singular Muslim female identity. The findings suggest that similar to women’s perception of space, their gendered identities are constantly changing through the enhanced mobility that is facilitated by Tehran’s subway system. In contrast to what is presumed in the West, with a simple change in their hijab style or make-up, Iranian women innovatively negotiate contrasting spaces. (Abstract from original source)

Keywords: gender; mobility; social construction of public space; Muslim identity; Iran, subway

No abstract available.

**Summary:**
“...restricting the mobility of women had become an unworkable policy by the mid-1930s. Providing ideological and practical barriers to keep women in rural areas may have supported both the men who were becoming migrant workers and the system that forced them into it. But there were other spaces in the colonial political economy. Working men in the mines and towns, low-paid migrants though they were, still wanted cooked food, clean clothing, and sexual services; as Luise White has recently written, they wanted “the comforts of home.” Colonialism did not transform the expectation that these comforts should be provided by women. Therefore, as I will discuss, mobile African women filled these voices by moving to and fro across the barriers of the supposedly all-white and all-male towns of Southern Rhodesia” (Barnes 1992, 588).


**Abstract:**
This special issue explores the analytical significance of immobility for understanding the inequalities that animate—and co-exist in tandem with—growing global mobility and migration. With a particular focus on the literature on migrant care workers, the collection examines how the socio-spatial mobility of these workers is blocked, stuck, and constrained, and how these immobilities are integral to their migration experiences. Extending Doreen Massey’s idea of ‘power geometries’ to migration studies, we offer the concept of an ‘im/mobility turn’—wherein the back slash highlights the connections between immobility and mobility—to emphasise how particular forms of movement are shaped by the regulations, inequalities, and disciplinary pressures that delimit that movement. In the current global context where anti-immigration and xenophobia are on the rise, and where temporary migrant labour regimes of all kinds are increasingly common, we argue that attention to the many forms of immobility that are evident in care work migration may offer clues for grasping how immobilities function in relation to contemporary migration politics more generally. (*Abstract from original source*)

**Keywords:** immobility; mobility; care work; migrants; gender; power geometries; social reproduction; inequality

Women’s and Men’s Capacities for Agricultural Innovation in Kenya and Nigeria.”
*Gender, Place & Culture* 26 (12): 1759-83.

**Abstract:**
Social norms surrounding women’s and men’s mobility in public spaces often differ. Here we discuss how gendered mobilities and immobilities influence women’s and men’s capacities to innovate in agriculture. We analyze four case studies from Western Kenya and Southwestern Nigeria that draw on 28 focus group discussions and 32 individual interviews with a total of 225 rural and peri-urban women, men and youth. Findings show that women in both sites are less mobile than men due to norms that delimit the spaces where they can go, the purpose, length of time and time of day of their travels. Overall, Kenyan women and Nigerian men have better access to agricultural services and farmer groups than their gendered counterparts. In Southwestern Nigeria this is linked to masculine roles of heading and providing for the household and in Western Kenya to the construction of women as the ‘developers’ of their households. Access and group participation may reflect norms and expectations to fulfill gender roles rather than an individual’s agency. This may (re)produce mobility pressures on time constrained gendered subjects. Frameworks to analyze factors that support women’s and men’s agency should be used to understand how gendered mobilities and immobilities are embedded in community contexts and affect engagement in agricultural innovation. This can inform the design of interventions to consider the ways in which norms and agency intersect and influence women’s and men’s mobilities, hence capacity to innovate in agriculture, thus supporting more gender transformative approaches. *(Abstract from original source)*

**Keywords:** gender; mobility; agriculture; innovation; Kenya; Nigeria


**Abstract:**
This paper analyses the role of practices and representations of mobility in supporting particular kinds of gender orders. While scholarship has shown the various ways women are materially and symbolically ‘fixed’ in place, less attention has been paid to how discourses and practices of mobility interface with systems of gender differentiation more broadly. This work is based on a robust empirical base of 55 interviews, 90 h of participant observation and an analysis of museum displays in Kalgoorlie, Western Australia, an iconic frontier mining town selected for this investigation as a site of strongly bifurcated gender discourses. Analysing our field data through the lens of feminist theory which problematizes gender binaries, we argue that while some narrations of gender mobilities serve to reinforce gender binaries, lived practices of movement can also destabilise notions of gendered movement. This paper extends conceptual work by advancing understanding about the role of mobility within systems of gender differentiation, showing how lived practices of mobility are just as likely to challenge patterns of gendered movement as they are to reinforce these patterns. *(Abstract from original source)*

Abstract:
Mobility in sub-Saharan Africa links geographically-separate HIV epidemics, intensifies transmission by enabling higher-risk sexual behavior, and disrupts care. This population-based observational cohort study measured complex dimensions of mobility in rural Uganda and Kenya. Survey data were collected every 6 months beginning in 2016 from a random sample of 2308 adults in 12 communities across three regions, stratified by intervention arm, baseline residential stability and HIV status. Analyses were survey-weighted and stratified by sex, region, and HIV status. In this study, there were large differences in the forms and magnitude of mobility across regions, between men and women, and by HIV status. We found that adult migration varied widely by region, higher proportions of men than women migrated within the past one and five years, and men predominated across all but the most localized scales of migration: a higher proportion of women than men migrated within county of origin. Labor-related mobility was more common among men than women, while women were more likely to travel for non-labor reasons. Labor-related mobility was associated with HIV positive status for both men and women, adjusting for age and region, but the association was especially pronounced in women. The forms, drivers, and correlates of mobility in eastern Africa are complex and highly gendered. An in-depth understanding of mobility may help improve implementation and address gaps in the HIV prevention and care continua.

(Original source)

Keywords: HIV; mobility; migration; gender; Kenya; Uganda; population-based


Abstract:
This paper analyzes the spatio-temporal imaginaries of women in the upper, middle, and lower classes of Barranquilla and Cali. These two intermediate Colombian cities are becoming increasingly important in terms of Colombia’s urbanization and modernization plans. The text explores the ‘mobility tragedy’ as one of the main urban issues of Colombian cities, and the homogeneous and linear way in which this ‘tragedy’ supposedly affects women. Using focus groups, the authors show that mobility has differential effects according to the gender and class of the urban inhabitants of the two cities, who, from their differential experiences, build different spatio-temporal
imaginaries and representations of urban spaces that are never pre-established elements. Based on the findings of the fieldwork carried out during 2016 and 2017, the authors propose a conceptualization of urban spaces, associated with the life experiences of their inhabitants. This approach emphasizes the distributive effects of mobility on men and women. This is a call to see ‘cities’ within the city, shedding light on the fact that some women take on greater burdens within the city than their male counterparts, destroying the longing for urban spaces as neutral constructions and showing how space and the ways in which different urban systems attempt to manage it through mobility mechanisms, operate as governmentality: they grant meaning to people’s lives without them recognizing such mechanisms as influential. (Abstract from Taylor & Francis online)

Keywords: city; gender studies; inequality and mobility; legal geography; women


No abstract available.

Summary:
Being socially and geographically mobile is generally seen as one of the central aspects of women’s wellbeing. Alongside health, education and political participation, mobility is indispensable in order for women to reach goals such as agency and freedom. Building on new philosophical underpinnings of ‘mobility’, whereby society is seen to be framed by the convergence of various mobilities, this volume focuses on the intersection of mobility, social justice and gender. The authors reflect on five highly interdependent mobilities that form and reform social life. (Summary from Taylor & Francis Group)

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Abstract:
Based on anthropological fieldwork in Yemen, this article examines the relationship between gender, mobility, and il/legality in the lives of Ethiopian domestic workers. Studies about migrant domestic workers in the Middle East often focus on abuse and exploitation, making a plea for the regulation of women’s legal status. Yet legal migration does not automatically mean that women gain more rights and become more mobile; regulation may also entail more control. The relationship between method of entry and legal status is not fixed, and the boundaries between legality and illegality are often blurred, with women moving in and out of il/legality and legal organizations following illegal practices, and vice versa. Gendered state policies and practices also affect women’s space for maneuvering, and attempts at regulation may further restrict rather than increase their mobility. *(Abstract from original source)*

Keywords: international/transnational relations; migration; work/occupations


Abstract:
Studies have shown that women are disadvantaged when facing infectious disease outbreaks. This study uses descriptive data analysis, causality, and VAR modeling to verify this hypothesis in the case of COVID-19 in Belgium in relation to people’s mobility. The results confirm this women’s disadvantage hypothesis, in particular among the working-age population in Belgium. This disadvantage is explained by women’s greater mobility during the pandemic. Despite the restrictions on nonessential travel imposed by Belgian authorities, women use public transportation more often than men to travel for work and family reasons and are thus more likely to be exposed to the virus. Therefore, it is necessary that the health, economic, and social response provided by the
Belgian authorities correct this inequality. HIGHLIGHTS Belgium has a larger share of women with confirmed COVID-19 cases than most countries. Women are a large proportion of the country’s essential and frontline workers. Women’s use of public transportation during lockdown to fulfill responsibilities increased their exposure to the virus. The measures to combat COVID-19 in Belgium must correct the inequalities caused by the pandemic to women’s detriment. Belgian women should join the health, economic, and social response against the pandemic to prevent future health crises. (Abstract from original source)

**Keywords**: gender; women’s disadvantage; COVID-19; Belgium; confirmed cases; infection


**Abstract:**
Mobile phone data have been extensively used to study urban mobility. However, studies based on gender-disaggregated large-scale data are still lacking, limiting our understanding of gendered aspects of urban mobility and our ability to design policies for gender equality. Here we study urban mobility from a gendered perspective, combining commercial and open datasets for the city of Santiago, Chile. We analyze call detail records for a large cohort of anonymized mobile phone users and reveal a gender gap in mobility: women visit fewer unique locations than men, and distribute their time less equally among such locations. Mapping this mobility gap over administrative divisions, we observe that a wider gap is associated with lower income and lack of public and private transportation options. Our results uncover a complex interplay between gendered mobility patterns, socio-economic factors and urban affordances, calling for further research and providing insights for policymakers and urban planners. (Abstract from original source)


*No abstract available.*

**Summary:**
“Understanding the interactions between the domestic, family realm and gendered mobilities remains therefore highly relevant for the study of inequalities in daily mobility. Innovative concepts that problematize trips related to the domestic sphere provide valuable tools for such analysis. Several authors have stressed the need to conceptually grasp household-, family- and care related mobility through specific categories such as “domestic mobility” (Coutras, 1997, p. 78), “reproductive mobility labor” (Beik and Spitzner, 1999), or “mobility of care” (Sánchez de Madariaga, 2016, Sánchez de
Madariaga, 2013; Zucchini, 2015). Yet, these authors have treated household related trips only from a quantitative point of view, with regards to mobility surveys and the trips motives they take into consideration. This paper builds on such approaches with a qualitative approach, which takes the lived experiences of employed mothers as a starting point. Through a Grounded Theory method, it will develop the concept of Domestic Mobility Work.

“As the notion of work is key to this concept, we will first briefly review how this term has been used in gender and mobility studies (2). After a brief presentation of the data and the Grounded Theory method (3), we will proceed to the analysis of the interviews (4). Analyzed through the lens of DMW, the testimonies of 45 employed mothers in Brussels will shed light on the logistical and physical labor trips related to the domestic sphere require. As women from different social classes participated in this inquiry, the contrasting testimonies of the interviewees highlight how their class intersects with their gendered role regarding DMW. The paper will conclude with a discussion on how DMW contributes new perspectives to the literature on gender and daily mobility (5)” (Gilow 2020, 1-2).


Abstract:
Background
The identification of risk groups for road traffic injuries (RTI) is essential for effective prevention strategies. This information is still limited in several geographical areas. The aim of this study was to evaluate the risk of RTI according to gender, age, mode of transport, type of journey and injury severity in a Southern European region.

Methods
A cross-sectional study was conducted during the period from January 2008 to December 2013 in Andalusia (South of Spain). We estimated the specific morbidity rates by gender, mode of transport and age. The relative risk assessment was performed by Poisson regression models adjusted by gender, age, type of journey, injury severity and mode of transport. The measure of exposure was person – hours travelled.

Results
Except for pedestrians, the highest RTI rates were found in women. This pattern was still fulfilled in minor injuries. In serious and fatal injuries, the trend was reversed with the risk of increased RTI in men. The most hazardous mode of transport was motorcycles, while public transport was the safest. Injury severity was positively associated with age for all modes of transport, except motorcycles where the opposite was the case. Finally, the risk of serious or fatal injury was greater in long-distance trips.
Conclusions
In our Southern European region, preventive strategies should be targeted in men, young
and older people, motorcycles and long-distance drivers, as they present a higher risk of
serious and fatal injuries. (Abstract from original source)
Keywords: road traffic injury; gender; mode of transport; injury severity

Grace, Joshua. 2013. “Heroes of the Road: Race, Gender and the Politics of Mobility in

Abstract:
This article follows the careers of two African drivers in social environments that
circumscribed their movement and access to technology. It begins with Vincent Njovu,
whose memoir, The First Driver of Tanganyika, describes the driver’s ability to navigate
racial hierarchies of movement and technology, including the unlikely circumstances in
which he fell in love with an ideal colonial machine. It then explores post-colonial
cultures of gender and modernization by using the unpublished memoirs of Hawa
Ramadhani, a woman who used automotive skills learned among nuns in the 1940s to
become Tanzania’s most respected driver. Paired together, the life histories of these
drivers challenge historical narratives in which movement and technology (roads and
motor vehicles, in particular) are used to discuss Africa’s marginalization and decline.
Instead, they show how transgressive practices of mobility can be used to challenge
social and political orders and inspire new ways to think and act at uncertain historical
junctures. Roads in these narratives are defined less by their danger than by their
potential to turn unlikely individuals into heroes. (Abstract from original source)

Grieco, Margret. 2006. “Gender, Transport and Social Empowerment: Investigating the
Consequences of the Interaction Between Gender and Constrained Mobility.” In
Naturbilder und Lebensgrundlagen: Konstruktionen von Geschlecht, edited by
Waltraud Ernst and Ulrike Bohle, 53-64. Hamburg, Germany: Lit Verlag.

Abstract:
The consequences of women’s constrained mobility for their social and political
empowerment have been greatly neglected in the discourse on social equity.
Consideration of women’s constrained mobility in terms of their empowerment, when
they do feature in discourse, are largely focused on developing countries or upon
fundamentalist Islamic societies, however, the constrained mobility of women is a
pervasive characteristic of society to date. The organization of modern societies also
displays gender inequities in mobility and accessibility of services and these inequities
both create and are a consequence of social disempowerment.

This chapter formalizes these relationships for investigation and explores their
consequences for social and political change. It reviews the differences that the advent of
new information communication technologies can make to this traditional set of relations.
(Abstract from original source)
Hanson, Susan. 2010. “Gender and Mobility: New Approaches for Informing Sustainability.” *Gender, Place & Culture* 17 (1): 5–23.

**Abstract:**
Feminists have long known that gender and mobility are inseparable, influencing each other in profound and often subtle ways. Tackling complex societal problems, such as sustainability, will require improved understandings of the relationships between gender and mobility. In this essay I propose new approaches to the study of mobility and gender that will provide the knowledge base needed to inform policies on sustainable mobility. Early in the essay I survey the large literature on gender and mobility, teasing out what I see as two disparate strands of thinking that have remained badly disconnected from each other. One of these strands has informed understandings of how mobility shapes gender, while the other has examined how gender shapes mobility. Work on how mobility shapes gender has emphasized gender, to the neglect of mobility, whereas research on how gender shapes mobility has dealt with mobility in great detail and paid much less attention to gender. From this overview of the literature, I identify knowledge gaps that must be bridged if feminist research on gender and mobility is to assist in charting paths to sustainable mobility. I argue for the need to shift the research agenda so that future research will synthesize these two strands of thinking along three lines: (1) across ways of thinking about gender and mobility, (2) across quantitative and qualitative approaches, and (3) across places. In the final part of the essay I suggest how to achieve this synthesis by making geographic, social and cultural context central to our analyses. *(Abstract from original source)*

*Keywords: gender; mobility; sustainable mobility; Frances Willard; context*


**Abstract:**
The Awá (also known as Guajá) are hunter-gatherers whose way of life prior to their first contact with Brazilian society has been altered after relocation to a reservation. Basically, their mobility is reduced and they have been forced to start cultivation. Although these changes are beginning to affect women’s social role, the traditional power relationships can still be inferred from the present conditions. The aim of this paper is twofold: (1) to argue that, in otherwise “egalitarian” societies, the differences in physical mobility involved in the complementary tasks carried out by men and women may account for gender inequality on the symbolic domain, given that mobility is a key factor in the construction of personhood in contexts of “relational, “non-individualized identity; and (2) to check the validity of that assumption in the light of fieldwork data about gender relationships among the Awá-Guajá. *(Abstract from original source)*

Abstract:
Despite numerous studies on how gender differences affect transport mobility choices and perception of safety, there has been little emphasis on the influence of spatial and socio-cultural constructs on it, particularly in the Southeast Asian context. This article investigates this relation through (1) an on-street survey involving 383 participants in eight neighbourhoods in Jakarta and Kuala Lumpur, (2) analysing videos taken with the walking with video approach, and (3) a computational analysis of the street network using space syntax. Findings suggest that a large proportion of women ascribed to negative perceptions of safety as compared to men. Negative perceptions of safety were related to wariness towards motorcycles in Jakarta and absence of other pedestrians and the image of the place in Kuala Lumpur. This difference can be attributed to distinctions in spatial configurations and socio-cultural constructs between both cities. Findings provide practical insights – mode segregation or changes to street design – to address gendered mobility for sustainable urban transport in the region. (Abstract from original source)

Keywords: mobility; gender; perceived safety; on-street survey; walking with video; space syntax


No abstract available.

Summary:
This volume examines gender and mobility in Africa though the central themes of borders, bodies and identity. It explores perceptions and engagements around ‘borders’; the ways in which ‘bodies’ and women’s bodies in particular, shape and are affected by mobility, and the making and reproduction of actual and perceived ‘boundaries’; in relation to gender norms and gendered identity. Over fourteen original chapters it makes revealing contributions to the field of migration and gender studies. Combining historical and contemporary perspectives on mobility in Africa, this project contextualises migration within a broad historical framework, creating a conceptual and narrative framework that resists post-colonial boundaries of thought on the subject matter. This multidisciplinary work uses divergent methodologies including ethnography, archival data collection, life histories and narratives and multi-country survey level data and engages with a range of conceptual frameworks to examine the complex forms and outcomes of mobility on the continent today. Contributions include a range of case studies from across the continent, which relate either conceptually or methodologically to the central question of gender identity and relations within migratory frameworks in Africa. This book will appeal to researchers and scholars of politics, history,
anthropology, sociology and international relations. (Summary from Palgrave MacMillan)

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**Abstract:**
This paper is an exploration of strategies used by households to ensure safe journeys for household members. It has been long been argued that women’s travel demand is suppressed. There is no doubt that this is an important issue simply on the grounds that women make up one half of the population but it is also timely and pertinent for policy makers and practitioners as legislation at national and international level asserts and legitimates rights to access, safety and security as demonstrated in the European Union’s assertion in the 2007 Green Paper that “Every EU citizen should be able to live and move in urban areas with safety and security”. An understanding of social networks, reciprocity and exchange within and between households is integral to our understanding of travel demand. This paper, through an exploration of micro-social practices, identifies competencies and strategies, such as skills of transaction negotiation, scheduling among...
household members and across households, escorting, social costs and cost sharing in women’s travel, which add to our theoretical understanding of household coping strategies and practices to overcome exclusion. This paper brings together contemporary and historical evidence on the strategies and competencies used by women and in households to ensure safe travel for household members. There is a paucity of data on networked practices and resources which impacts on the efficacy of social policy and societal aspirations for sustainability and inclusion. (Abstract from original source)

Keywords: travel demand; women; networked practices; access; safety


Abstract:
In Sri Lanka, gender and national identities intersect to shape people’s mobility and security in the context of conflict. This article aims to illustrate the gendered processes of identity construction in the context of competing nationalisms. We contend that a feminist approach is crucial, and that gender analysis alone is insufficient. Gender cannot be considered analytically independent from nationalism or ethno-national identities because competing Tamil and Sinhala nationalist discourses produce particular gender identities and relations. Fraught and cross-cutting relations of gender, nation, class and location shape people’s movement, safety and potential for displacement. In the conflict-ridden areas of Sri Lanka’s North and East during 1999-2000, we set out to examine relations of gender and nation within the context of conflict. Our specific aim in this article is to analyse the ways in which certain identities are performed, on one hand, and subverted through premeditated performances of national identity on the other hand. We examine these processes at three sites-shrines, roads and people’s bodies. Each is a strategic site of security/insecurity, depending on one’s gender and ethno-national identity, as well as geographical location. (Abstract from original source)


No abstract available.

Summary:
The landfall of Hurricane Gustav in 2008 set in motion the New Orleans, Louisiana, City Assisted Evacuation Plan (CAEP), one of the largest publicly assisted evacuations in American history. The gendered response to the Hurricane Gustav evacuation is placed in the aftermath of the evacuations of Hurricanes Katrina and Rita. Findings from two sets of data, including interviews with Katrina evacuees, suggest that significant gender-based
differences exist in evacuation experiences. Women have significantly less access to a reliable vehicle for self-evacuation, making them more dependent on a viable CAEP. Women are also significantly more likely to depend on non-family entities such as social service agencies for enrollment in CAEP. Overrepresentation of female heads of households in vulnerable communities makes lack of adequate finances a significant barrier to evacuation. While almost three-quarters of the CAEP participants for Gustav were satisfied with CAEP, women were significantly more likely to report dissatisfaction” (Jenkins et al. 2011, 127).


**Abstract:**
This article queries the current mobility of China’s rural population by inverting the usual urban perspective and looking at this mobility through exploring the lives of those who do not move. It departs from a micro-analysis of who remains in the countryside in three west China agricultural communities between 2003 and 2005 and links this with an exploration of emergent structural features of rural communities as they are remade in the early 21st century in the wake of the abolition of agricultural taxes and levies. The ethnographic approach adopted highlights the agency, choices and practices of local people in charting their courses in a rural social world being drained of people. It proposes the utility for analysis of family strategies, identifying a repertoire of resourceful and diverse practices through which people strive to recreate and repopulate their social worlds. The argument links the study of historical directions in polity and economy with local and gendered practices in everyday life. (*Abstract from original source*)


**Abstract:**
Poor roads and transport infrastructure are key factors in the marginalization of women and other disempowered groups, but there is little understanding of the many ways in which a lack of mobility affects people’s lives. In South-east Asia, huge strides are being made in highway development and regional economic integration, and the connections between mobility and livelihood are extremely dynamic. The complex interplay of factors makes these connections both interesting and challenging for study. Do roads necessarily bring economic opportunities and prosperity? How does the possible change in mobility transform the lives of women and marginalized groups? How does the differential impact of these changes on people depend on geographical, social, and historical factors and people’s own capacities to make optimum use of the new resource? Gender, Roads, and Mobility in Asia is a collection of case-based research in developing countries exploring the inter-relations between gender, poverty, and mobility, especially in the context of transportation development. It brings together stories from different points of
transformation and what emerges is a nuanced picture of how people’s own positions and capabilities – gender, age, ethnicity, literacy, and education – influence the impact of the infrastructure development on their lives. Gender, Roads, and Mobility in Asia should be read by policy makers, transportation planners, development practitioners and researchers, undergraduates, postgraduates, and academics in the areas of gender and development studies and transportation planning and management. (Abstract from Practical Action Publishing)

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**Abstract:**
This article analyses how intersectionality and mobility shape each other in the case of deaf women who board the Mumbai suburban trains, which have separate compartments reserved for women and for people with disabilities. These compartments being adjacent, deaf women often make last-minute decisions where to board, and even happen to switch compartments at a further station. Here, intersectionality shapes mobility in that it entails a complex and changeable, context-dependent set of strategies and decisions. Mobility shapes intersectionality in that by being mobile, people assert or develop different aspects of their lived experiences, preferences and aspirations. *(Abstract from original source)*

*Keywords: crowding; commuting; women; gender; deaf; ladies compartments*


**Abstract:**
Over the last two decades, a feminist critique of gender-blind transportation research and planning has generated a spate of research into ‘women and transport’. This article critically reviews this literature, and argues that it has come to focus on a relatively limited range of research problems (notably journey-to-work travel) at the expense of other relevant issues. An alternative approach is suggested which redefines the topic as ‘gender and daily mobility’ and incorporates it within a larger theoretical project investigating social and cultural geographies of mobility. Some areas of scholarship associated with the ‘cultural turn’ are explored to illustrate the potential for new approaches. The article then argues that future research on the topic must be based on a more systematic treatment of gender as a theoretical concept. A framework of analysis is outlined which identifies aspects of gender as a social category and symbolic code, and links it to aspects of daily mobility. The article outlines potential research questions identified through this analysis, and draws attention to a wide range of literature which may be brought to bear on the redefined topic area. *(Abstract from original source)*

*Keywords: access; gender; journey to work; mobility; transport*


**Abstract:**
Although it is widely accepted that transport—like other social practices—is gendered, the concept of gender used in transport research is often one-dimensional, with the focus on gendered variations in behaviour rather than on gendered meaning and identities. In this paper, I develop a more complex and multi-stranded way of approaching the issue of
gender and transport (or rather, daily mobility). A case study of a neighbourhood in the New Zealand city of Dunedin in the early decades of last century is presented to explore how the practices of daily mobility constituted gender. A three-part concept of gender is developed as a basis for analysis: gender as a pattern of social relations, a cultural system of meaning and a component of personal identity. This is then used to analyse a collection of sixty oral histories. The period 1920–1960 is particularly interesting; in these decades extensive and widely used public transport systems (notably electric trams) shared urban streets with bicycles and pedestrians, and the emerging private modes of motorcycle and motor car. As new transport technologies were taken up, they offered the opportunity for new social practices to be formed around their use, for cultural meanings to be assigned to the technologies and for embodied individual subjectivities to be constructed. I argue that we can usefully interpret the shifting patterns of transport use through the lens of gender, and that we can come to understand the process by which gender is constructed by attention to everyday trip-making and presence on the street.

(Abstract from original source)

Keywords: gender; transport; mobility; streets; public transport; trams


Abstract:
Mobility is a key word for understanding gender and class formation. In a recent review of feminism, gender, and mobility, historian Georgine Clarsen reminds us that movement never occurs through neutral physical space; it involves gendered bodies through gendered spaces, by means of transport technologies that are often deeply gendered. Furthermore, gendered meanings, practices, and experiences change greatly over time and location. For all these reasons, mobility is—and has to be—contextualized. This article takes inspiration from Clarsen and investigates recent literature on the issue of gender and everyday mobility in urban Asia across a number of academic disciplines.

(Abstract from original source)


Abstract:
While digitalization provides a range of new mobility options, neither gender specific requirements nor role and task specific issues are part of the recent developments. Against this background, this contribution is looking into gender issues in the digitalized ‘smart’ mobility world aiming to contribute to the development of future ‘smart’ mobility
options, such as autonomous driving and sharing. A conceptual model which integrates a theoretical framework on gender specific mobility patterns and technology acceptance elements is proposed and mirrored with empirical evidences from recent works of the authors. The results suggest that it is above all the fit of smart mobility options with current everyday-life situations that influences the acceptance and use of those options. The gender differences that become obvious then are due to gender differences in the everyday-life situation between women and men. (Abstract from SpringerLink)

Keywords: gender equality; smart mobility; autonomous driving; travel behavior; technology acceptance


Abstract:
This article presents an in-depth analysis of women’s experiences of sexual harassment in public transport based on 29 qualitative interviews with victims on the London Underground. The article draws on mobility studies to develop an innovative theoretical framework and identifies three key features of experiences of sexual harassment in this space. First, the rhythms of the city (i.e. rush hours and night time) and the Underground facilitated and concealed different forms of sexual harassment. Second, women frequently did not respond to sexual harassment due to respecting the urban civil inattention prevailing on the tube, accentuated by unwillingness to disrupt their fellow passengers’ and their own urban trajectories. Third, the transitory nature of the Underground created a situation in which women barely fully registered harassment before it had passed, anticipated it to be over quickly and meant that the perpetrators could disappear into the network. The article suggests that these characteristics of sexual harassment in public transport account for its endemic and underreported nature and offers analytical insights for research on sexual harassment in different context and on different crimes in transport environments. (Abstract from original source)

Keywords: gender; mobilities; public transport; rhythm; sexual harassment


Abstract:
This research endeavours to fill a conceptual gap in the social science literature on gender, public space, and urban mobilities by exploring how transgender and gender nonconforming individuals experience public transit. Although previous research has surveyed gender minorities about harassment and discrimination in a range of environments, little is known about the quality or content of these experiences. Drawing
from 25 interviews with transgender and gender nonconforming individuals in Portland, Oregon, this article finds that gender minorities experience frequent harassment while engaging with the public transit system. We articulate the concept of transmobilities to describe the ways that transgender and gender nonconforming individuals experience a form of mobility that is altered, shaped, and informed by a broader cultural system that normalizes violence and harassment towards gender minorities. We conclude that gender minorities have unequal access to safe and accessible public transportation when harassment is widespread, normalized, and when policies prohibiting discrimination remain unenforced on urban public transit. (Abstract from original source)

**Keywords:** gender minorities; harassment and discrimination; non-hegemonic mobilities; public transportation; transmobilities; urban mobility


**Abstract:**
Public stakeholders implement several policies and regulations to tackle gender gaps, fostering the change in the cultural constructs associated with gender. One way to quantify if such changes elicit gender equality is by studying mobility. In this work, we study the daily mobility patterns of women and men occurring in Medellín (Colombia) in two years: 2005 and 2017. Specifically, we focus on the spatiotemporal differences in the travels and find that purpose of travel and occupation 85esarrollo85e each gender differently. We show that women tend to make shorter trips, corroborating Ravenstein’s Laws of Migration. Our results indicate that urban mobility in Colombia seems to behave in agreement with the “archetypal” case studied by Ravenstein. (Abstract from original source)

**Keywords:** gender gap; Ravenstein’s laws of migration; urban mobility; networks


**Abstract:**
The aim of the present study is to analyze the interrelation between daily mobility and gender in the context of economic change. The financial crisis that has affected Spain from 2008 has witnessed significant shifts in daily mobility, which have not been equal for all socio-demographic groups. This study was undertaken in the Barcelona Metropolitan Region and it seeks to understand whether or not, during those economically difficult circumstances of the Great Recession, more equal travel patterns between men and women have emerged or, by contrast, whether or not the already existent gendered differences have deepened, paying special attention to which gender has travel habits that have changed the most. Using a quantitative approach, based on
mobility data from the Working Day Mobility Surveys (EMEF) from the years 2007 and 2012, the analysis examines the changing trends in several mobility indicators such as men’s and women’s immobility rate, their average number of daily trips, their main mobility purposes, their modal choice habits and the time they invest in traveling. 

(Abstract from original source)

Keywords: gender differences; daily travel patterns; crisis; Barcelona


Abstract:

*Background:* Women in developing countries experience greater restrictions in mass urban mobility. UN’s Sustainability Development Goals for 2030 recommend safe, affordable, accessible, and sustainable public transportation, particularly for the vulnerable groups. Pakistan experiences rapid urbanization trends and considerably low ranking worldwide for gender equality. In addition, socio-cultural norms, higher dependency on public transport, lack of gender responsive mass transportation, and harassment experiences limit women to explore potential growth opportunities.

*Objectives:* Since limited evidence exists on the subject, this study aims to investigate typical mobility attributes of women users of Pakistan’s first bus rapid transit (BRT) in Lahore, explore the challenges they face, and recommend measures for improved urban mobility.

*Methods:* Primary data include face-to-face interview-based questionnaire surveys along the BRT corridor to assess various quantitative and qualitative travel characteristics. Descriptive and cross-comparison statistical techniques were applied to obtain reliable results. Responses related to harassment were documented and evaluated. Graphical trends and pictorial evidences were also presented.

*Results:* Major segments of the study sample belonged to lower-income, relatively younger and middle age, students, employees and users with no or limited work. More prevalent modes to and from BRT stations were paratransit, including rickshaws and chingchis (motorbikes converted into rickshaws), followed by walking. Majority accessed BRT within 5 km, covered less than 15 km along 27 km BRT corridor, and traveled during daylight. Major challenges were harassment at stations and in buses (younger users being more affected), limited facilities for the elderly, lack of seating/waiting facilities near entrances/exits of BRT stations, limited dedicated space in buses and ticketing booths during rush hours.

*Conclusion:* The study highlights important typical mobility trends and difficulties of women while using Lahore BRT. Addressing women’s mass urban mobility issues could improve their educational and economic prospects. Findings could be useful for
transportation agencies and practitioners to incorporate gender-sensitive measures in future BRT systems, particularly in developing countries. *(Abstract from original source)*

**Keywords:** women’s mobility; bus rapid transit; gender equality; developing country


**Abstract:**
This article proposes a gendered critique of the European Neighbourhood Policy (ENP), a policy framework that, amongst other things, aims to facilitate the mobility of migrants to the EU from the bordering countries. We highlight the ambivalences of European regimes of gender and migration, and we take issue with the celebration of the “87esarrollo87e of migration.” The former fails to offer opportunities to women to safely embark on autonomous migratory projects, the latter contributes to reproduce traditional gender biases in the countries of origin as well as of destination. We conclude by suggesting that the EU critique to emigration countries for failing to tackle women’s discrimination falls short of persuasiveness when confronted with the curtailment on women’s independent mobility within the ENP framework. *(Abstract from original source)*


*No abstract available.*

**Summary:**
“This special issue, which grows out of an international symposium that the editors hosted at the University of Melbourne in November 2016, explores the interrelations among gender, human mobilities, and power across selected sites in East and Southeast Asia, where today an intensification and acceleration in spatial movements of all kinds is reconfiguring the ways in which gender relations are lived and imagined. Gender, sexuality, intimacy, and family are taking on new expressions, shaped by political and economic demands for participation in geographic mobilities, flexible labour, intimate markets, and social reproduction. The articles gathered here explore how contemporary regimes of governance in Singapore, Indonesia, China, Taiwan and beyond impact on the spatial and social movements of people, and interrogate the economic, political, affective, and especially gendered dimensions of these emergent forms of mobility. Bringing together scholars from across gender studies, anthropology, and cultural studies, this issue explores how interdisciplinary methods and theories can productively engage the operations of mobility regimes in the making and un-making of gender relations in the Asian region” (Martin and Dragojlovic 2019).

**Keywords:** mobility; migration; gender; Asia

**Abstract:**
Through their gendered spatial practices, women in Pakistan re-negotiate and contest the multiple social and material restrictions in their daily mobility to reclaim the urban transit spaces, specifically, roads. Ethnographic research on the automobile use and driving with the women doctors in Lahore, Pakistan reveal the relationship between these strategic practices and the educational and occupational choices of women. These spatially embedded, intentional practices of women doctors, contingent on their social and economic positions, are directly linked to the emerging gendered identities and changing social and material gendered boundaries in Pakistani society. Moreover, these changing spaces are part of on-going flux of shifting power relations between traditional patriarchy and capitalism. (*Abstract from original source*)

**Keywords:** driving; mobility; Pakistan; transport; urban geography; women doctors


No abstract available.

**Summary:**
The book investigates transnational migration and mobility of women from and within Central-Eastern European countries. It looks at women’s practices and experiences mostly in the service sector where they are in demand as substitutes in stereotypically “women’s work.” The book combines different perspectives: sociological and anthropological studies, comparative policy analysis and historical and statistical evidence and provides new insights into current theoretical debates in migration and gender studies. (*Summary from Google Books*)

**Table of Contents:**
Gendered Mobilities in an Enlarged Europe – Mirjana Morokvasic, A. Senganata Münst, and Sigrid Metz-Gökel
Female Migration from Central-Eastern Europe: Demographic and Sociological Aspects – Krystyna Slany
Migration Policy between Restrictive Purposes and Structural Demand: The Case of the Domestic Sector in Germany and in Italy – Claudia Finotelli
Whose Status Matters? An Analysis of Italian Couples’ Demand for Domestic Workers and Nannies – Ludovica Banfi
Turning Labour into Love: The Employment of Migrant Domestic Workers in Turkey – Aysa Akalin
Commuting between Private Lives – Dobrochna Kalwa

Abstract:
Gender differences in mobility patterns between women and men have long been acknowledged. This study analyses how these differences are reproduced in different urban and rural contexts. Using mobility data from a large travel survey taken in 2006 in Spain, we examine the differences between gender mobility through age, modal split and trip purposes. Special attention is paid to how territory shapes mobility and how these territorial settings differently affect gendered mobilities. The use of this data source allows the comparison of all trips made by the total population, including all means of transport. By taking a global view on mobility, the uneven relationships that men and women have with different means of transport become more visible. After disaggregating data by age and territorial settings, results show that women are using sustainable transport modes more often than men, and travelling for more diverse reasons. Gender is thus a fundamental variable in understanding modal split and, by extension, transport sustainability, in terms of energy consumption and the emission of greenhouse gases. From this point of view, we consider women’s mobility knowledge and practices – typically related to the most sustainable means of transport – as factors with rising value that could effectively guide public policy in its way to promote more sustainable mobility patterns. *(Abstract from original source)*

*Keywords: daily mobility; transport; gender; sustainable; urban; rural*


Abstract:
With about 12 million inhabitants, São Paulo, Brazil, is the largest city in South America. As in many other major southern hemisphere cities, this extreme concentration of people imposes a number of mobility and security challenges. The objective of this article was to investigate the space-time patterns of mobility and violent 90esarrollo90e90 in São Paulo’s metro stations from a gender perspective. The methodology combines use of a Geographical Information System (GIS), statistical analysis through negative binomial regression modelling and hypothesis testing. Results indicate that mobility and the level of 90esarrollo90e90 are gender dependent. Women are at higher risk of 90esarrollo90e90 than men in São Paulo’s central metro station, while men run higher risk of violence at end stations – both notably during late night periods. The presence of employees reduces the risk of violence, except during the mornings. The article suggests that crime prevention initiatives need to be gender informed and sensitive to the particular spatial and temporal features of rapid transit environments. (Abstract from original source)


Abstract:
The end of the bi-polar world and the collapse of communist regimes triggered an unprecedented mobility of people and heralded a new phase in European migrations. Eastern Europeans were not only ‘free to leave’ to the West but more exactly ‘free to leave and to come back’. In this text I will focus on gendered transnational, cross-border practices and capabilities of Central and Eastern Europeans on the move, who use their spatial mobility to adapt to the new context of post-communist transition. We are dealing here with practices that are very different from those which the literature on ‘immigrant transnationalism’ is mostly about. Rather than relying on transnational networking for improving their condition in the country of their settlement, they tend to ‘settle within mobility,’ staying mobile ‘as long as they can’ in order to improve or maintain the quality of life at home. Their experience of migration thus becomes their lifestyle, their leaving home and going away, paradoxically, a strategy of staying at home, and, thus, an alternative to what migration is usually considered to be – emigration/immigration. Access to and management of mobility is gendered and dependent on institutional context. Mobility as a strategy can be empowering, a resource, a tool for social innovation and agency and an important dimension of social capital – if under the migrants’ own control. However, mobility may reflect increased dependencies, proliferation of precarious jobs and, as in the case of trafficking in women, lack of mobility and freedom. (Abstract from original source)

Keywords: transnational mobility; gender; post-wall Europe; migration


Abstract:
The article aims to analyse the impact of Non-Government Organizations (NGOs) on Bangladeshi rural women’s mobility in the public domain, since this is an area that is generally only frequented by men whilst women are confined to their own home and neighbourhood. In other words, the author explored how and to what extent, NGOs have brought changes to women’s freedom of movement in the public sphere. The author was influenced by the existing literature that portrays Bangladesh as a country that is characterized by poverty, patriarchy and inequality, where there is no tradition of rural women participating in the labour force, and where women’s mobility is severely restricted. In this study, the indicators of women’s mobility were explored that include women’s movement in various public places such as market, medical centre, children’s schools, and cinema. By conducting series of in-depth interviews and Focus Group Discussions (FGDs), the author collected primary data from rural women and their husbands through purposive network sampling. Secondary data was collected from the contemporary literature regarding women’s freedom of movement globally in general and Bangladesh in particular. By analysing empirical data, the article confirms that rural women’s participation in microfinance program of NGOs have enhanced their mobility in different ways. However, the women who had education and training had more mobility in public life since those women utilized the benefits of NGO programs more effectively. Surprisingly husband’s education, occupation and exposure have no positive impact on women’s mobility. (Abstract from original source)

Keywords: women; mobility; education; public life; development NGOs; women’s mobility; women in Bangladesh


Abstract:
This article explores the relationship between gender and mobility based on the results of a PhD research about the mobility patterns in Portuguese metropolis. Mobility of human groups is one of the strongest trends of the last century with continuity to the present (Sheller and Urry, 2006). Although the empowerment of women in western societies, geographical mobility continues to be gender specific. If this situation is not new at international scene, in Portugal it raises interesting questions as the country has suffered recent and important social changes precisely in what concerns women roles. Using both an hypothetical deductive analytical model and combining quantitative with qualitative techniques in this research we were able to identify different mobility profiles according mainly to social identity in which gender performs a central role. (Abstract from original source)


No abstract available.
Summary:
Based on the oral histories of eighty migrant women and thirty additional interviews with ‘native’ women in the ‘receiving’ countries, this volume documents the contemporary phenomenon of the 92esarrollo92e of migration through an exploration of the lives of women, who have moved from Bulgaria and Hungary to Italy and the Netherlands. It assumes migrants to be active subjects, creating possibilities and taking decisions in their own lives, as well as being subject to legal and political regulation, and the book analyses the new forms of subjectivity that come about through mobility. Part I is a largely conceptual exploration of subjectivity, mobility and gender in Europe. The chapters in Part II focus on love, work, home, communication, and food, themes which emerged from the migrant women’s accounts. In Part III, based on the interviews with ‘native’ women – employers, friends, or in associations relevant to migrant women – the chapters analyse their representations of migrants, and the book goes on to explore forms of intersubjectivity between European women of different cultural origins. A major contribution of this book is to consider how the movement of people across Europe is changing the cultural and social landscape with implications for how we think about what Europe means. (Summary from Google Books)

Table of Contents:
On Becoming Europeans – Rosi Braidotti
‘I Want to See the World’: Mobility and Subjectivity in the European Context – Ioanna Laliotou
Transformations of Legal Subjectivity in Europe: From the Subjection of Women to Privileged Subjects – Hanne Petersen
‘A Dance through Life’: Narratives of Migrant Women – Nadejda Alexandrova and Anna Hortobagyi
Imaginary Geographies: Border-Places and ‘Home’ in the Narratives of Migrant Women – Nadejda Alexandrova and Dawn Lyon
‘My Hobby Is People’: Migration and Communication in the Light of Late Totalitarianism – Miglena Nikolchina
Migrant Women in Work – Enrica Capussotti, Ioanna Laliotou, and Dawn Lyon
The Topos of Love in the Life-Stories of Migrant Women – Nadejda Alexandrova
Food-Talk: Markers of Identity and Imaginary Belongings – Andrea Petö
Relationships in the Making: Accounts of Native Women – Enrica Capussotti and Esther Vonk
Migration, Integration and Emancipation: Women’s Positioning in the Debate in the Netherlands – Esther Vonk
Modernity versus Backwardness: Italian Women’s Perceptions of Self and Other – Enrica Capussotti
Moral and Cultural Boundaries in Representations of Migrants: Italy and the Netherlands in Comparative Perspective – Dawn Lyon
Changing Matrimonial Law in the Image of Immigration Law – Inger Marie Conradsen and Annette Kronborg
In Transit: Space, People, Identities – Andrea Petö
Gender, Subjectivity, Europe: A Constellation for the Future – Luisa Passerini

**Abstract:**
As they go about everyday life, members of households negotiate complex arrangements around mobility and immobility, which continue to change over time. Mobility biographies research has made an important contribution to our understanding of these dynamics. At the same time, mobility biographies often rely on limited definitions of the household and change over the life-course, reflecting an empirical focus on cohabiting nuclear families in North-West Europe. In this paper, we approach everyday im/mobilities as based in the changing relations of care which shape the everyday life of households. We demonstrate how the care relations which underlie everyday im/mobilities are gendered and intergenerational, exceeding distinctions between productive and reproductive activities, or living together and apart. The transformations which everyday im/mobilities undergo over the life-course are not limited to pre-defined milestones, but unfold through a range of abrupt, subtle and multi-directional processes. Drawing on data from Manila and London, we examine these dynamics with particular reference to childcare and ageing, in order to make visible the complex ways in which households negotiate and re-negotiate everyday im/mobilities. *(Abstract from original source)*

**Keywords:** mobility biography; care; household; gender; life-course

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*No abstract available.*

**Summary:**
“Accessibility and mobility are embedded in the development nexus in far-reaching ways. Field studies of mobility among women and men in rural settlements with poor road access illustrate the frustrations and costs of living off-road. They are frequently marginalized and invisible, even to local administrations. State decentralization appears to have had little positive impact in reducing “tarmac bias” and improving rural service delivery. A range of potential interventions, from Intermediate Means of Transport to electronic communications is reviewed, and opportunities for building social capital in off-road areas through nurturing improvements in state–civil society relations are considered” *(Porter 2002, 285).*

**Keywords:** accessibility; mobility; off-road; decentralization; Africa; services

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No abstract available.

Summary:
“This paper reflects on the experiences of women and girl children resident in rural areas of sub-Saharan Africa with poor physical accessibility (to services and markets) because of poor roads and inadequate transport (in terms of regularity, reliability and cost). Examples from field research conducted in diverse agro-ecological and cultural contexts in western and southern Africa are used to explore the impacts of relative immobility and poor access to services on women and girls. Three themes are examined in some detail: access to education, access to health services and access to markets” (Porter 2007, 1).


No abstract available.

Summary:
“The first progress report in this transport series presented an overview of major current transport research themes and gaps in Sub-Saharan Africa from a social science perspective. This second report is specifically concerned with gender and in particular, women’s physical mobility, transport needs and patterns of transport use. It reviews the causes and effects of the current broad pattern of gender disparity in transport access and use in Africa, paying particular attention to cultural constraints on women’s travel, the impact of poor transport on women’s health and women’s access to intermediate means of transport (IMTs). It then considers the gendered impact of transport interventions and suggests reasons why efforts to improve women’s access to transport have had limited impact to date” (Porter 2008, 281).


Abstract:
This article is concerned with the implications of practices, politics and meanings of mobility for women and girl children in rural areas of sub-Saharan Africa. Women and girls commonly face severe mobility constraints which affect their livelihoods and their life chances. The article reflects on their experiences in rural areas where patriarchal institutions (including the gender division of labour, which places great emphasis on female labour contributions to household production and reproduction), and a patriarchal discourse concerning linkages between women’s mobility, vulnerability and sexual
appetite, shape everyday social practices and material inequalities. This compounds the physical constraints imposed by poor accessibility (to services and markets) associated with poor roads and inadequate transport in both direct and more complex ways. The article draws on field research conducted in diverse socio-cultural and agro-ecological contexts in western and southern Africa (principally southern Ghana, southern Malawi and northern and central Nigeria) to explore the impacts of relative immobility and poor service access on women and girls. Three (interconnected) issues are examined in some detail: access to markets, access to education and access to health services. Possible interventions to initiate positive change are considered. (Abstract from original source) Keywords: gender; mobility; markets; education; health; promiscuity; transport


Abstract:
This paper examines the gendered implications of Africa’s transport gap (the lack of cheap, regular and reliable transport) for young people in rural Ghana, with particular reference to the linkages between restricted mobility, household work demands, access to education and livelihood potential. Our aim is to show how mobility constraints, especially as these interact with household labour demands, restrict young people’s access to education and livelihood opportunities. Firstly, the paper considers the implications of the direct constraints on young people’s mobility potential as they travel to school. Then it examines young people’s (mostly unpaid) labour contributions, which are commonly crucial to family household production and reproduction, including those associated with the transport gap. This has especially important implications for girls, on whom the principal onus lies to help adult women carry the heavy burden of water, firewood, and agricultural products required for household use. Such work can impact significantly on their educational attendance and performance in school and thus has potential knock-on impacts for livelihoods. Distance from school, when coupled with a heavy workload at home will affect attendance, punctuality and performance at school: it may ultimately represent the tipping point resulting in a decision to withdraw from formal education. Moreover, the heavy burden of work and restricted mobility contributes to young people’s negative attitudes to agriculture and rural life and encourages urban migration. Drawing on research from rural case study sites in two regions of Ghana, we discuss ethnographic material from recent interviews with children and young people, their parents, teachers and other key informants, supported by information from an associated survey with children ca. 9–18 years. (Abstract from original source) Keywords: school distance; child labour; transport gap; load-carrying; educational access

**Abstract:**
The history of labour migration to South Africa spans centuries. More recently flows of skilled and unskilled, documented and undocumented migration to South Africa have reached significant proportions. While men have predominated in the flows of migration streams to South Africa, the gendering of migration has increased the visibility and role of women in the migration context. The impact of migration on the lives of skilled married women has been given little attention in the migration literature. Characterised as trailing spouses in the broader migration literature, the article explores, through a life-course framework, how skilled Indian women renegotiate their lives when leaving secure jobs to follow their spouses to a foreign country. Attention is given to how mobility is negotiated between the spouses, the impact of mobility on the family and the influence of transnationalism on the migrants and their families in South Africa. The article is based on exploratory research using qualitative in-depth interviews conducted with married skilled Indian women who migrated as co-dependents to South Africa. *(Abstract from original source)*

**Keywords:** Indian women; gender; transnational migration; trailing spouses; skilled labour


**Summary:**
“A number of studies have observed differences between men’s and women’s bicycling behaviour, but few have tried to account for what underpins the gendering of bicycling as a form of daily mobility. It is widely accepted that gender is an organizing feature of the social world. Parenting can reify gender differentiation and inequalities generated by cultural and economic forces. Surprisingly, few studies have examined how women bicycle with children in urban areas. This article considers the mobility of care with respect to bicycling. Our analysis is informed by the feminist geography literature on women’s transport issues which recognize mothers as carrying a disproportionate burden of travel with children. We draw upon Social Practice Theory to understand how bicycling fits into women’s daily lives and the shared social conventions that shape bicycling in different contexts.

“The aim of this paper is to describe how women begin or maintain bicycling during and following the time they have children living at home. We examine the complexity of bicycling practices among mothers in Metro Vancouver who completed an urban bicycle skills course, and the broader implications for a transition to more sustainable daily mobility. We differentiate how women use bicycles when bicycling alone, but also while
being responsible for and travelling with children in an urban, car-dominated environment” (Sersli et al. 2020, 1).


Abstract:
In the world of shared economy, the mobility sector is one of the fastest-growing segments and includes app-based services to use shared cars, bikes, parking, shuttles and more. Its sudden growth is due to the popularity of smart-phones and companies that provide mobility on demand. Reportedly, it has changed the way people move. But how well do we know its impact on gender equality in mobility? This paper discusses the results of an exploratory review of the existing research on shared mobility that reveals that most of the research is focused towards assessing its impacts on transit ridership, congestion, environmental factors, car-ownership and modal shift. Very little attention is paid on how it impacts access, safety, ease or comfort of mobility for females, whose travelling needs are strikingly different than those of men. There are views, speculations and even expert opinions on the potential impacts; however, currently available information clearly shows that these services are used mainly by men implying that they are only widening the gender gap in our cities. Detailed empirical studies in developing and developed countries can establish the reasons for this gendered pattern, so that they can be resolved to create gender parity in urban mobility. (Abstract from Taylor & Francis online)

Keywords: gendered mobility; smart mobility; car-sharing; bike-sharing; ride-hailing


Abstract:
Older women are a largely invisible group in traffic research literature. Many phenomena related to ageing and transport are however likely to be gendered, although presented as gender neutral in research literature. The present study examined how gender-related differences in car driving and modal choices are reflected in the mobility options and resources of older women and men. The study was carried out as a mail survey among Finnish citizens aged 65 and above (N=2500). The response rate was 62%. The results showed that older women did not have the option to drive as often as men did. They consequently had poorer overall mobility and were more dependent on being in good health and on getting help from other people for their personal mobility. The results imply that the intersection of both gender and age regimes create different standards for personal mobility for older women than for older men. (Abstract from original source)

Keywords: gender; aging; car driving; driver license; mobility; gender regimes

**Abstract:**
This paper analyses gendered mobilities in Bishkek in the space of the most popular form of public transport: the minibus, or ‘marshrutka’. As the means by which women often access various important sites of daily life, the marshrutka itself is a site of negotiation and interaction. Utilizing theories of mobility and empirical data, we argue that marshrutkas are spaces that can give rise to two dichotomous conditions: positive marshrutka experiences may increase the social mobility of female passengers and subsequently increase social empowerment and influence, while negative ones can provide the grounds for social exclusion and gender inequality. *(Abstract from original source)*

**Keywords:** mobility; gender; transport; social mobility; social exclusion


**Abstract:**
In this article I explore how certain aspects of mobility, especially commuting, became predominant in the construction of a dominant ‘place-story’ in a municipality in Northern Norway (Nord-Norge), and claim that this stepped up a remasculinization process in the community. This former male-dominated mining community had undergone an extensive economic and social restructuration process since the 1990s, which had resulted in a much more varied job market, but equally importantly a strengthened situation for women, occasionally phrased as a feminization of the municipality. From 2009, a reindustrialization process mainly based on natural resources was underway, but according to private business interests, its further growth and development was dependent on attracting skilled labour, which was a new situation in a region that had struggled to keep its inhabitant numbers. A place-story was emerging in which increased work-related commuting evidently disturbed the local conception of this community as a stable place. By looking closer at the background to how this story came about, and the circumstances in which it was constructed, I focus on both a controversial commuting issue and other work-related mobilities that did not seem to cause the same attention. My conclusion is that the commuter issue reinforced a remasculinization process in the community. *(Abstract from original source)*

**Keywords:** reindustrialization; remasculinization; mining town; place-stories; work-related mobilities

Abstract:
Transport users make mode choices based on a variety of factors. These factors are economic or service driven, based on individual roles, habits, and interests, as well as age, life cycle stage, and gender. Analysis reflects different mobility patterns for males and females relating to care activities. Literature suggests that experiences of harassment have a significant effect on user choices. This study examines how South African data compares with international studies. Mode use and trip purposes, distances, and times differ depending on gender and are affected by the experience of harassment, which affects females more than males. Analyzing trip making in South Africa revealed that travel modes, distances, and times are not significantly different across gender. South African females make fewer trips than males, but significantly more care trips. Different modes of public transport score differently regarding potential experience of harassment, with trains performing the worst. The reason mode choice is not significantly different between females and males is assumed to be because of financial reasons. Investigating harassment perception in Cape Town reveals that females experience harassment more often and this influences their choices regarding care trips. These findings have significant implications for transport policy in South Africa and suggest that more nuanced policies are required. (Abstract from SAGE journals)


Abstract:
Background: There is growing evidence that spatial mobility has an impact on and is driven by family dynamics and gender relations. In contexts where family diversity and complexity have increased and gender inequalities persist, it is particularly urgent that we advance our understanding of decisions regarding spatial mobility and of its patterns and outcomes, in relation to families and gender.

Contribution: This special collection highlights the importance of and presents novel findings on the interplay between spatial mobility, family dynamics, and gender relations. It unites new research perspectives that expand existing horizons with rigorous and innovative empirical studies. Contributions to this special collection deal with a number of under-researched areas that include, but are not restricted to, non-coresident family ties and gender differences in willingness to move, circular mobility patterns, and the nonlabour market outcomes of family migration. The insights contained in the articles in this collection not only clarify concrete associations but also offer roadmaps for revealing the mechanisms that explain them. (Abstract from original source)

No abstract available.

Summary:
“Building on a growing movement within developing countries in Latin America, Africa and Asia–Pacific, as well as Europe and North America, this book documents cutting-edge practice and builds theory around a rights-based approach to women’s safety in the context of poverty reduction and social inclusion. Drawing upon two decades of research and grass-roots action on safer cities for women and everyone, this book is about the right to an inclusive city. The first part of the book describes the challenges that women face regarding access to essential services, housing security, liveability and mobility. The second part of the book critically examines programmes, projects and ideas that are working to make cities safer. Building Inclusive Cities takes a cross-cultural learning perspective from action research occurring throughout the world and translates this research into theoretical conceptualizations to inform the literature on planning and urban management in both developing and developed countries. This book is intended to inspire both thought and action” (Whitzman et al. 2013, i).

Table of Contents:
1. Introduction: Challenges, Opportunities and Tools – Margaret Shaw, Caroline Andrew, Carolyn Whitzman, Fran Klodawsky, Kalpana Viswanath, and Crystal Legacy
2. Gendered Livelihoods and Inclusive Cities – Fran Klodawsky
3. Women’s Safety and Everyday Mobility – Carolyn Whitzman
5. Gender Inclusive Cities Programme: Implementing Change for Women’s Safety – Kalpana Viswanath
6. The Role of Partnerships in Creating Inclusive Cities – Caroline Andrew and Crystal Legacy
7. What it Looks Like When It’s Fixed: Collaboration Towards a Shared Vision of City Safety – Barbara Holtmann
8. Safe Access to Basic Infrastructure: More than Pipes and Taps – Prabha Khosla and Suneeta Dhar
9. From Gender Mainstreaming to Intersectionality: Advances in Achieving Inclusive and Safe Cities – Anita Lacey, Rebecca Miller, Dory Reeves and Yardena Tanel
10. Safer Discursive Space: Artistic Interventions and Online Action Research – Melanie Lambrick
11. How Do We Evaluate the Safety of Women? – Margaret Shaw
12. Conclusion: Women’s Safety and the Right to the City – Fran Klodawsky, Carolyn Whitzman, Crystal Legacy, Caroline Andrew, Margaret Shaw and Kalpana Viswanath

Abstract:
The European transport sector is marked by a strong, persistent unconscious bias, which produces gendered inequalities that permeate all aspects of the domain from design, modelling, implementation, education, employment and usage. The TinnGO project will create a framework and mechanisms for sustainable change in gender and diversity mobility through the development of a Pan European TinnGO observatory. This will lead, coordinate, and be fed by hubs across EU (UK, France, Germany, Greece, Spain, Portugal, Romania, Baltic states, Denmark/Sweden, Italy) providing international and national leadership, innovation and critical reviews of smart mobility innovations. The ambition is to become a template for other observatories to address barriers to women’s mobility through gendered, culturally sensitive smart mobility innovations. Written during the first year of a 3-year project, the paper provides an overview of the concept and initial results. (Abstract from original source)

Keywords: TinnGO; gender; inclusivity; smart mobility


Abstract:
TinnGO addresses contemporary challenges in employment, education and male-domination, through an intersectional analysis applied to examine inequality and privilege in transport and mobility. The European transport sector is marred by strong, persistent biases, which produce gender and other inequalities, permeating the sector whilst having wider repercussions in relation to quality of life, accessibility and inclusivity. The TinnGO project will create a framework and promote mechanisms for sustainable change in gender and diversity sensitive smart mobility through the development of a Pan European TinnGO observatory. This will lead, coordinate, and be fed by hubs across EU (UK, France, Germany, Greece, Spain, Portugal, Romania, Baltic states, Denmark/Sweden, Italy) providing leadership, innovation and critique of smart mobility innovations. The ambition is to become a template for further observatories monitoring and addressing barriers to women’s mobility through gendered, culturally sensitive smart mobility innovations. This paper provides an overview of the concepts and initial results. (Abstract from original source)

Keywords: Europe; co and participatory design; gender mainstreaming; gender and diversity sensitive; smart mobility


Summary:
“This article reports on a project we carried out to provide the Canadian International Development Agency’s (CIDA) Transport Sector with studies which document women’s transportation roles in the developing countries. The International Women’s Tribune Centre in New York helped us to cast our net quite widely. We discovered that, of the thousands of transportation studies which have been carried out, few have collected data that can be disaggregated by gender. Because their methods are imported from countries which ignore the differential impact of transportation policies and systems, these studies cannot reveal women’s role in transport either” (Woolfrey and Benoit 1993, 12).

B. Non-Academic Resources


Abstract:
The mobility of people and goods is the expression and determinant of productive, social and cultural life for humans, and therefore cannot be examined independently of social transformations and dynamics, or development ambitions. In relation to gender inequalities, cities and their systems of mobility are not neutral either, as they are bound in space and time by the interwoven relationships of a society, built upon gender-based control and hierarchies, which determines activities, time use and physical territory travelled. These dimensions mediate and determine the mobility of people, especially women, with a decisive impact on when and how they travel, and on their physical, economic and political autonomy. (Abstract from original source)


Summary:
“The global transport conversation increasingly recognizes that men and women have different mobility patterns, and that this reality should be reflected into the design of transport projects. In general, women engage in more non-work-related travel such as to run household errands and are more likely to travel with children and elders. Therefore, but not exclusively because of that, they travel shorter distances and within a more restricted geographical area; make more (multi-stop) trips, and rely more on public transport. Women also travel at lower speeds and spend a higher percentage of income in transport than men, limiting their access to certain employment areas. There are exceptions, however, as studies have shown that in some cities, like Mumbai, women
follow mobility patterns that more closely resemble men’s, making longer trips during peak hours, directly from point to point.

“Key variables like affordability, availability, and accessibility play a big part in this phenomenon. But are there other factors shaping women’s decision to travel in the first place? Current evidence on women’s mobility has focused on diagnosing differences in travel behavior or on characteristics of transport systems that affect women and men’s mobility differently. Less attention has been given to individual, social, cultural and relational factors shaping women’s travel behaviors and decisions. The desire to dig deeper on this motivated a forthcoming study on Women’s mobility in LAC cities, prepared under the auspices of the Umbrella Facility for Gender Equality” (Dominquez Gonzalez et al. 2018, 1).


Summary:
“Gender mainstreaming has been in place in the Austrian capital since the early 1990s. In practice, this means city administrators create laws, rules and regulations that benefit men and women equally. The goal is to provide equal access to city resources. And so far, officials say it's working.

“Vienna has adopted gender mainstreaming in a number of areas of city administration, including education and health care policy. But nowhere has it had more of an impact than on the field of urban planning. More than sixty pilot projects have been carried out to date. As the size and scale of these projects increase, gender mainstreaming has become a force that is literally reshaping the city” (Foran 2013, 1).


No abstract available.

Summary:
“This year’s workshop theme, “Empowering farmers with animal traction into the 21st Century” was addressed at a workshop that reviewed experiences and lessons learnt by a multidisciplinary team of stakeholders. The theme led discussions towards recognizing the importance of the smallholder farmers in their contribution to global food security. Most smallholder farmers are resource poor and constitute over 80% of domestic food producers in Sub Saharan Africa. That notwithstanding, smallholder farmers have been marginalised in the era of mechanisation - wrongly perceived as motorisation - hence
supporting the minority largescale farmers. Sadly, this marginalisation has resulted in an exponential increase in numbers below the poverty line particularly in Africa and other third world regions. Fortunately, animal traction is gaining recognition after close to a decade of lobbying by its promoters under the ATNES umbrella. A lot more action on the ground is needed particularly in changing attitudes of potential beneficiaries; as this is indeed one of the greatest constraints” (Simalenga et al. 1999, 1).


No abstract available.

Summary:
“In the course of implementing its gender strategy, in 2006 KfW Entwicklungsbank commissioned a study to examine the gender impact of local public transport and mobility in the Asian megacities, taking the greater Jakarta area as an example. The study, which largely covered completely new ground, set out to expose gender problems that are created or reproduced because of urban transport policies and to determine ways of promoting positive gender impacts through urban transport projects. For this purpose a team of experts developed an analysis model, known as the Transport Development – Gender Impact Assessment (TD-GIA), which can be used in various socio-economic conditions as well as for urban and rural transport projects. At the same time, instruments were developed to enable KfW Entwicklungsbank to pinpoint and evaluate the contribution made to achieving gender impacts in the areas of project planning, the further development of existing project concepts and the ex post evaluation of completed projects…

“With regard to its gender potential, the project was assessed as tackling that very area where, as far as infrastructure construction to date, the perception of transport problems and the establishment of priorities when designing a transport system are concerned, the most severe gender-related difficulties have occurred. In addition, it also addresses those areas where – apart from decreasing traffic generation – transport measures can make the greatest contributions to reducing gender inequality. This Position Paper summarises some of the main results and draws some initial conclusions” (Spitzner et al. 2007, 1-2).


Abstract:
‘Access’ is primarily a gendered phenomenon in the developing countries, pertaining to all the subsets of access, i.e. access to information, rights, land, money, education, skills,
political participation and voice. It thus becomes incumbent upon the policy makers and development practitioners to shred down the details of these ‘constrained accesses’ to truly empower women. This study highlights the ways in which constrained (daily) mobility i.e. the element of physical access to different facilities bears upon the issue of women empowerment. Rather than being a singular function of transport provision, the daily mobility of women in developing countries is guided by a set of complex hierarchies. This study contends that the following elements, though not exhaustive in nature, are highly influential in gendering of mobility in the present times: prevalent social/cultural norms, transport infrastructure, physical/area planning, effects of globalization, governance (women’s presence and participation in informal sector and micro-credit schemes), pre and post disaster/conflict rehabilitation process and access to information and communication technologies (ICTs). Although the study is primarily a review of recent academic and policy-oriented literature, the core idea has been to salvage the theme of ‘women and transport’ from the narrow confines of transport-related understanding and highlight that ‘mobility’ is a multi-faceted phenomenon and bears significant impact on the overarching aim of women empowerment. (Abstract from original source)


No abstract available.

Summary:
“Building and maintaining roads can have significant economic and social benefits in terms of economic growth and increased access to jobs and to a range of services citizens depend on. However, road infrastructure and transport services are often mistakenly assumed to have uniform benefits for everyone, but they are, in fact, differently experienced by different population groups. For example, women and men often have varying needs for transport infrastructure and services, which stem from their different productive and reproductive roles they hold in a society. At the same time, women and men are not homogenous and they experience transport differently due to their different socio-economic and demographic features, such as, income, age, disabilities, ethnicity and/or location. These multiple identities often lead to multiple and overlapping disadvantages for many, commonly known as ‘intersectionality’ - influencing access to and use of services and economic opportunities of the multiple identity holders differently. As an example, a Roma woman could face several mobility disadvantages for being women and being a member of a socially excluded group.

“This assessment was undertaken as part of the World Bank financed North Macedonia Local Roads Connectivity Project (‘the Project’) to explore, for the first time, the less-studied situation of social inclusion in a transport project along gender and ethnicity lines in the country. The assessment (i) identified specific needs of Roma women, Roma men
and non-Roma women for road infrastructure and public transport, (ii) explored their needs, experiences and aspirations towards the employment in the sector, and (iii) defined entry points for the Project to address some of these needs. The Roma are the largest ethnic minority in Europe, as well as one of the most deprived and socially excluded groups. At the same time, women, in general, tend to face different or more acute mobility barriers compared to men. Also, fewer women than men are employed in the transport sector, which is traditionally male dominated. Therefore, it was decided to apply intersectional lens to the analysis to understand mobility and employment barriers that Roma women, Roma men and non-Roma women are facing in order to bring out more nuances of social exclusion and better tailor the solutions to the project” (Xiong et al. 2020, 5).