

Contents

<i>List of Figures</i>	<i>vii</i>
<i>List of Tables</i>	<i>ix</i>
<i>List of Contributors</i>	<i>xi</i>
<i>Acknowledgements</i>	<i>xiii</i>

1	Gendered Mobilities: Towards an Holistic Understanding <i>Tim Cresswell and Tanu Priya Uteng</i>	1
---	---	---

PART 1: DIALOGICAL REFLECTIONS

2	Mobility as Capability <i>David Kronlid</i>	15
3	Embodying the Space Between: Unmapping Writing about Racialised and Gendered Mobilities <i>Sheela Subramanian</i>	35
4	Motherhood, Risk and Everyday Mobilities <i>Lesley Murray</i>	47
5	‘Mobile Belonging’: Exploring Transnational Feminist Theory and Online Connectivity <i>Michaela Fay</i>	65
6	Gendering Mobility: Insights into the Construction of Spatial Concepts <i>Nadine Cattán</i>	83
7	The Culture of Automobility: How Interacting Drivers Relate to Legal Standards and to Each Other in Traffic <i>Anette Jerup Jørgensen</i>	99

PART 2: HOW AND WHY ARE MOBILITIES GENDERED?

8	Gender Still Matters: Mobility Aspirations among European Scientists Working Abroad <i>Elisabeth Scheibelhofer</i>	115
---	--	-----

9	'I'm More Sexy Here': Erotic Subjectivities of Female Tourists in the 'Sexual Paradise' of the Costa Rican Caribbean <i>Susan Frohlick</i>	129
10	A Spatial Exploration of the Accessibility of Low-Income Women: Chengdu, China and Chennai, India <i>Sumeeta Srinivasan</i>	143
11	Gendered Mobilities in Developing Countries: The Case of (Urban) Uganda <i>Nite Tanzarn</i>	159
12	Gender Differences in the Influences of Urban Structure on Daily Travel <i>Petter Næss</i>	173
13	Daily Mobility of Men and Women – A Barometer of Gender Equality? <i>Randi Hjorthol</i>	193

PART 3: SEEKING GROUNDS FOR FUTURE POLICIES

14	Gender and the Social Usage of Mobile Technologies: From Information Society Policies to Everyday Practices <i>Tommi Inkinen</i>	213
15	Gender Mainstreaming in Swedish Transport Policy <i>Merritt Polk</i>	229
16	Are We There Yet? Women and Transport Revisited <i>Clara Greed</i>	243

EPILOGUE

17	Gendered Mobilities: Epilogue <i>Mimi Sheller</i>	257
	<i>Index</i>	267

List of Figures

10.1	Location of Chennai, India and Chengdu, China	146
10.2	Average of regional and local access components	151
10.3	Average access scores by location and gender in Chennai	152
10.4	Average logsum of non-motorised mode choice by location in Chengdu	154
10.5	Average logsum access scores for non-motorised mode choice by location in Chennai	155
12.1	Behaviour model showing the assumed links between urban structural, individual and social conditions, accessibility to facilities, rationales for activity participation and location of activities, actual activity participation and location of activities, and total travelling distances	174
12.2	Average total travel distance Monday-Tuesday among female and male respondents living within different distance intervals from downtown Copenhagen	179
12.3	Proportions of car-driving commuters among female and male respondents living within different distance intervals from downtown Copenhagen	183
12.4	Mean trip lengths of leisure trips on weekdays (to the left) and on the weekend (to the right) among female and male respondents living within different distance intervals from downtown Copenhagen	183
12.5	Average total travel distance Monday-Tuesday among female and male workforce participants living within different distance intervals from downtown Copenhagen	186
12.6	Proportions of total travel distance Monday-Tuesday travelled by car among female and male workforce participants living within different distance intervals from downtown Copenhagen	190
14.1	A conceptualisation of key dimensions of ICT use and everyday life	218

List of Tables

10.1	Mode choice by gender for trips in the Chengdu and Chennai sample	149
10.2	Travel characteristics by gender for trips in the Chengdu and Chennai sample	149
10.3	Binary mode choice of motorised vehicles (bus or personal vehicle) in the Chengdu and Chennai trips sample	153
11.1	Purpose of travel during the week/weekend by gender	161
11.2	Responsibility for travelling with children	162
11.3	Ownership of means of transport by gender	162
11.4	Most frequent means of travel	163
11.5	Proportion of income spent on transport	164
11.6	General mobility constraints	166
11.7	Ranking of mobility constraints by means of transport and gender	166
11.8	Missed journeys	168
11.9	Reasons for the 'missed' journeys	168
11.10	Suggestions for addressing mobility constraints	169
12.1	Results from a multivariate analysis of the influence of various independent variables on the daily one-way commuting distance (km) of workforce-participating respondents	181
12.2	Results from a multivariate analysis of the influence of various independent variables on the total distance travelled (km) over the weekdays (Monday–Friday) among workforce-participating respondents	188
13.1	Time use per day for men and women 25–44 years (Norway 1971, 1980, 1990, 2000, hours and minutes)	197
13.2	Driving licence and always access to a car among men and women in different age groups (Norway, 1992 and 2005, percent)	199
13.3	Number of trips per day for different purposes for men and women (Norway, 1992 and 2005)	200
13.4	Transport mode on everyday travel for men and women (1992 and 2005, percent)	201
13.5	Car use as a driver on everyday travel for men and women (1992 and 2005, percent, differences between men and women in parenthesis)	201
13.6	Car use as a driver for various trip purposes for men and women (1992 and 2001, percent, differences between men and women in parenthesis)	202

13.7	Use of car on chauffeuring trips (unpaid care work) for men and women aged 18 or older (1992 and 2001, logistic regression)	203
13.8	Use of car as a driver on work trips for men and women with a driving licence aged 18 years or older (1992 and 2001, logistic regression)	204
14.1	Frequencies of gender and social welfare related terms with selected benchmark terms in Finnish information society strategy for the years 2007–2015	219
14.2	Selected claims from the data that have highly significant chi-square value	222