

# INDEX<sup>1</sup>

## A

ABC model, 178  
Access, 45–47  
Accessibility, 150  
*The Action Plan for Public Transport in Uppsala City (2015–2030)*, 229  
*The Action Plan for the Work with Bicycle Traffic*, 229, 237  
Actor-centric approach, 178  
Adult motorized norm, in transport policy, 238–239  
Advertising, 6  
Africa, 44  
Aggregative paradigm, 7  
Akrich, M., 182, 191  
Aldred, R., 211  
Allison, P. D., 128  
Althusser, L., 254  
Andersson, O., 210  
Andersson, R., 225  
Ansell, N., 226, 240, 241  
Asian Coalition of Housing Rights, 61

ASTRID, 127

Autonomy, 49, 57, 206, 224, 234, 240

## B

Bacchi, C. L., 7, 11, 180, 202, 230, 251  
Balkmar, D., 17, 35  
Bassens, D., 13, 16  
Behavioural change, 178, 252  
Beijing Commission of Development and Reform, 262  
Beijing Municipal Transport Commission, 250  
Beijing survey, 263  
Beijing Transit system, 261  
Benería, L., 48  
Bicycle, 17, 18, 38, 185, 187–190, 205, 208, 209, 233, 235–237, 250, 254  
Bike-friendly, 212  
Bottom-up approaches, 263

<sup>1</sup>Note: Page numbers followed by ‘n’ refer to notes.

- Bounded rationality, 47  
Bradley, K., 190  
Britain, *see* United Kingdom (UK)
- C**
- Callerstig, A.-C., 112  
Car  
  culture, 251, 253–259, 264  
  licence-plate system, 252  
  trips, 184  
Car-based mobility, 179  
Car-critical discourse, 188  
Care, 38, 147, 151, 153, 257, 258  
  activities, implications, 145–151  
  mobilities of, 16  
  provisions of care, 108  
  trips, 16, 189, 190, 192  
Care-related mobility, 149, 159, 168  
Carlsson-Kanyama, A., 77  
Cedering, M., 234  
Change, 12, 19, 31, 33, 36, 37, 39,  
  45, 50, 51, 61, 62, 70, 84, 205,  
  210, 211, 250, 252–254, 261,  
  263, 264, 265n5, 266n11, 272,  
  273, 275–278  
  instruments for, 13–16  
  social, 205, 209  
Charlton, J., 146  
Childcare, 154  
  trips, 194n4  
Childhood, 226–229  
  in neo-liberal transport system,  
  221–242  
Children, 5, 8, 16–18, 28, 33–35, 38,  
  39, 135, 185–187, 208,  
  226–229, 266n17, 273  
  in transport policy, 223–226  
  and transport system, 221–223  
China, 38, 276  
*China Daily*, 255–257, 259  
Christensen, R., 276, 277
- City management, 181  
Civic learning, 226–229  
Class, 251, 253, 255–257,  
  259–262, 264  
Class-based struggle, 205  
Class phenomenon, 48  
Climate change, 2, 69, 70, 72, 73, 84  
  measures, attitudes towards, 77–78  
Collective consciousness, 60  
Collective consumptions, 59  
Collective power, 53, 59  
Combination trips, 107  
Commuting, 15, 16, 29, 31, 35, 77,  
  250, 261, 266n17, 272  
  effects of, 133, 135  
*Comprehensive Plan 2010*, 230  
Conceptions, 3, 6, 9, 225, 231, 239  
Connell, R. W., 96  
Considerations target, 72, 203  
Consumer Association, 34  
Consumerism, 6  
Contextual, 3, 9, 278  
Control, of social position and  
  multiple identities, 45–47  
Copenhagen, 200  
Council of European Municipalities  
  and Regions (CEMR), 97  
*The County Plan for Regional  
  Transport Infrastructure*  
  (2014–2025), 229  
Cross-cutting concepts, 253  
Cultural analysis, 272  
Cycling, 35, 38, 199–215  
Cycling-promoting organizations, 202  
Cycling safety strategy, 201, 204
- D**
- Dant, T., 265n7  
de Madariaga, I. S., 28, 30, 148  
Decision-making processes,  
  92, 104, 109

- Deep distribution, 49, 51, 61  
 Democracy, 11, 27, 28, 70, 273, 276  
 Densification, 8  
 Development  
   economic, 18  
   infrastructural, 31  
   of land-use policy, 30  
   regional, 15  
   suburban, 29  
 Discursive silences, 189  
 Distribution, 13, 17, 29, 35, 49, 51,  
   61, 81, 82, 84, 262, 274  
 Diversity, 4, 10, 28, 31, 36, 39, 61,  
   228, 233, 251  
   informants, 181  
 Divorce rates, 136  
 Domestication, 227, 237  
 Dymén, C., 70
- E**
- ‘Ecomodern’ forms, 200, 215  
 Economy, 33, 232, 252, 253, 274  
   costs, 132  
   growth, principle of, 232–234  
   viability, 28  
 EIA, *see* Environmental impact  
   assessment  
 EIGE, *see* European Institute for  
   Gender Equality  
 Elderly, 5, 6, 8, 16, 28, 36, 37, 272  
 Employment, 149, 151, 153, 162, 163  
 Engineering culture, 192  
 Environmental impact assessment  
   (EIA), 37, 112  
 Epistemology, 4, 5, 12, 13, 178, 193  
 Equal mobility, 104  
 Equal opportunities  
   and education and paid work, 107  
   for good health and personal  
   development, 106  
 Equal Opportunities Commission, 36  
 Euclidean distance, 127
- EU model, 109  
 Eurofem, 40  
 European Institute for Gender  
   Equality (EIGE), 72  
 European Union, 15  
 Eveline, J., 96  
 Event history analysis, 127, 138  
 Everyday life, 4, 5, 12, 18, 26, 27, 31,  
   40, 69, 72, 183–185, 233, 241,  
   253, 272  
 Everyday mobility, 1–19, 30, 189, 229  
 Evidence-based outcomes, 14  
 Evidence-based policy, 251
- F**
- Face-to-face questionnaire, 155, 156  
 Fainstein, S. S., 8, 276  
 Fairclough, N., 256  
 Faith-Ell, C., 2, 14, 15, 28, 37  
 Family, 15, 16, 33, 38, 186, 221, 222,  
   227, 235, 242n2, 251, 256, 258,  
   259, 265n1, 272  
 Family trips, 186  
 Female comrades, 249  
 Femininity, 9, 250, 251, 254  
 Feminist, 25, 204, 228, 272, 275  
   analysis of everyday mobility and  
   transport planning, 1–19  
   interventions in transport  
   planning, 12–13  
 Feminist geographers, 48  
 Feminist planning theory, 182  
 Feminist transport, 271–279  
   agenda, 177  
 Finland, 73  
 Florida, R., 15  
 Forsberg, G., 94  
 Foucault, M., 230  
 Frey, B. S., 123  
 Friends of the Earth, 29  
 Fults, K. K., 123  
 Functional target, 203

**G**

- Gatersleben, B., 124
- Gender, 2, 12, 13, 16, 18, 91, 178, 179, 181, 199, 201–206, 208, 209, 211, 213, 215, 224, 234, 239, 272, 273, 275–279
- as analytical tool in transport
- planning, 3–8
- biases, 148, 151, 153
- contracts, 95, 108
- differences, 146
- discourses, 250
- integration efforts, 104
- issues, 153
- and mobility in post- socialist China, 249–265
- policy, 92
- regimes, 96
- relationships, 95
- roles, 150
- stereotypes, 16–19
- struggle, 96
- in transport politics, 93
- transport politics, power and, 8–11
- in urban transport, 43–54
- visinility, in transport policy or decisions, 78–81
- Gender based struggle, 205
- Gendered stereotypes, 189
- Gendered violence, 104
- Gender equality, 2, 4, 7, 8, 11, 14, 15, 18, 50, 69–73, 79–81, 83, 93–96, 98, 103, 109–111, 146, 249, 264
- Gender equality duty, 39
- Gender equality goals, 89–113, 204
- Gender Equality Index, 72
- Gender equality work, 91, 94, 95, 111, 112
- Gender equal transport system, 97
- Gender highway, 25–40
- conceptual and methodological perspectives, 26–28
  - provision of ancillary facilities and local centres, 35–36
  - public transport, 32–33
  - school run and related journeys, 33–34
  - sustainability and inclusive design, 28–31
- Gender impact assessment (GIA), 101–103, 106, 109, 112, 113
- main functions of, 102
- Gendering travel surveys, 13–16
- Gender mainstreaming, 73, 80, 90, 91, 93
- conceptualizing goals of, 97–101
  - operationalizing goals of, 103
- Geographical effects, 136, 138
- GIA, *see* Gender impact assessment
- Gil Solá, A., 95
- Gottholmseder, G., 124
- Greed, C., 178, 181
- Grieco, M., 146
- Groningen City Plan, 38

**H**

- Hanson, S., 3, 4, 84, 111
- Happymtb.org*, 207
- Harris, O., 48
- Harvey, D., 48, 50
- Health and personal development, 106
- Hearn, J., 206
- Heisserer, B., 178
- Helsingborg, 180, 185
- Henriksson, M., 28, 209, 211
- Hillman, M., 224
- Hird, D., 259, 266n14
- Holth, L., 189
- Horelli, L., 40
- Household, 6, 16, 46, 49, 54, 57, 61, 77, 221, 225, 235, 265n2, 266n13
- responsibilities, 179, 189
- Hypermobile subject, 231, 233
- Hypermobility, 233

**I**

- IA instruments, 112
- I-methodology, 17, 180–182, 186, 188, 191, 192
- Impact assessment (IA) procedure, 90
- Inclusive design, 28–31
- Infrastructural development, 31
- Infrastructure investment, 2, 6
- Institutions, 9, 15, 81, 203, 205, 263
- Insularization, 227, 237
- International Association for Impact Assessment (IAIA), 112
- “International Principles for Social Impact Assessment,” 102
- Intersectionality, 12, 13, 17, 44, 199–215

**J**

- Joelsson, T., 12, 18, 28, 33, 206, 272
- Journey, 30–35, 37–39, 226, 234, 237
- Journey to work, 10, 30, 33, 34, 46
- Justice, 62, 252, 253, 262, 263, 273, 274, 276, 278

**K**

- Kębłowski, W., 13, 16
- Kingdom of Bicycles, 249
- Kluger, A. N., 124
- Koglin, T., 200, 232
- Kronsell, A., 70, 82, 83, 203
- Kurian, A. K., 70

**L**

- Labour market, 89, 128, 160
- Labour-market regions, 232–234
- Landström, C., 254, 259
- Latin America, 44
- Latour, B., 3
- Law, R., 10, 228, 237

- Lefebvre, H., 44, 51, 53, 228
- Leisure, 107
- Leisure spaces, 151
- Levin, L., 2, 14, 15, 28, 37
- Levy, C., 10, 13, 62n2, 252, 263
- Levy, K., 28, 35
- LGBTQIA, 111
- Li Ming, 262
- Lindgren, G., 94
- Lindholm, K., 112
- Local centres, provision of, 35–36
- Logistic regression model, 129
- Lombardo, E., 96
- London’s Underground system, 263
- Long-distance commute, 127
- Long-distance commuting, 121–139
  - citizen participation and, 126
  - monetary and mental costs, 123
- Long-term sustainable transport, 203
- Louie, K., 258
- Loukaitou-Sideris, A., 146
- Lucas, K., 62n3, 62n4
- Lundgren, E., 231
- Lykke, N., 3

**M**

- Male-dominated domain, 251
- Mao era, 249, 250, 260
- Masculinity, 9, 182, 199–215, 250, 251, 254, 257–259
- McQuaid, R., 146
- Mellström, U., 189
- Men, 2, 4–11, 14–18, 28, 30–32, 34–36, 38, 43–46, 48–57, 59–61, 69–78, 81–84, 177, 249, 254–257, 264, 265, 265n2
  - educated, and super-drivers, 258–260
  - as problem, 210–211
  - as solution, 208–210
  - vulnerable, 211–213

Mexico City, 59  
 Middle-Aged Men in Lycra  
 (MAMIL), 210  
 Miller, D., 253  
 Mobility, 1–19, 36, 38, 52, 53, 57–59,  
 61, 69, 78, 82, 84, 222–242  
   discourse, 183  
   future in, 271–279  
   and gender in post-socialist China,  
     249–265  
   justice, 19  
   paradigm, 251–253  
   research on, 223–226  
   space and interests, social  
     construction, 47–49  
   strategy, 125  
   (un)sustainable, 199–215  
 Mobility of care, 16, 145–168  
   in city of Madrid, 157  
   methodology for analysis, 151–155  
   quantitative analysis of, 157–167  
 Modal conflicts, 17–18, 200, 201, 214  
   case of, 199–215  
   inequalities, 202  
 Modal shift, 178  
 Moser, C. O. N., 59, 62n2  
 Mouffe, C., 7, 90, 91, 112, 202, 206  
 Movilia, 149  
 Mumbai Urban Transport Plan, 58  
 Murthy, K., 62

## N

Al Naher, S., 210  
 Näsman, E., 240  
 National Slum Dwellers Federation, 58  
*Nätverket för kvinnor i  
 transportpolitiken*, 71, 78, 80, 81  
 Neo-liberal transport system,  
   childhoods in, 221–242  
 Netherlands, the, 125  
   Groningen City Plan, 38

## O

Odd-even licence-plate driving, 252  
 Ong, A., 253  
 Oudshoorn, N., 182  
 Oxley, J., 146

## P

Paradox of children, 238–239  
 Paris Agreement, 275  
 Parkin, W., 206  
 People's Republic of China (PRC), 249  
 Planners, 2, 5–9, 14, 17, 18, 26–29,  
   31–33, 37, 40, 70, 72, 78, 84,  
   200, 209, 211, 213–215, 222,  
   241, 242, 251, 278, 279  
 Planning/project organization, 105  
 Planning theory, 177  
 Policy  
   gender equality, 8, 14  
   regional development, 15  
   sustainability, 25, 26, 36, 37, 39  
   transport, 1, 2, 9, 10, 14, 18,  
     25–27, 37–39  
*Policy for Sustainable Development*, 230  
 Policy gaps, 146  
 Political, 1–19, 26–28, 50, 56, 59–61,  
   202, 204, 205, 209, 213, 214,  
   223, 228, 234, 239–241, 249,  
   260, 264, 272, 274, 275, 277, 278  
 Polk, M., 77, 82, 146  
 Post-socialist China, mobility and  
   gender in, 249–265  
 Power, 4, 6, 8–11, 16, 18, 26, 28, 31,  
   33, 37, 47, 57, 59, 61, 84, 202,  
   205, 207, 209, 214, 234, 238,  
   239, 254, 272–275  
   collective, 53, 59  
   relations, 5, 12, 44, 46, 47, 49, 71  
   relations, gendered, 5  
   reproduction of labours, 48  
   structure, gendered, 17

- Preston, J., 62n3  
 Private space, social construction of, 47–49  
 ‘Problem-solving’ paradigm, 251  
 Pro-cycling discourses, 210  
 Public transport, 14, 17, 30–35, 37–39, 55, 56, 74, 76, 78, 79, 84, 190, 193, 199, 204, 223, 229, 230, 232–235, 237, 250, 251, 255, 260–265, 273, 276, 277  
 Putnam, R. D., 126
- Q**  
 Qualitative research, 2, 57, 61, 223, 252, 272, 278  
 Quantitative research, 27, 223, 224, 251, 278  
 Quotidian mobility, 252  
 Qvortrup, J., 226, 227
- R**  
 Rajé, F., 62n3  
 Rational choice paradigm, 252  
 Rationale, 2, 223, 231  
   in transport system, 231–238  
 Reeves, D., 27  
*The Regional Bicycle Plan for Uppsala County*, 229  
 Regional development, 15  
*Renmin Daily*, 255, 256, 263, 266n10, 266n11, 266n17, 267n19  
 Reproduction of labour power, 48  
 RES 2005–2006, 77  
 Right to appropriation, 44, 51, 53–58  
 Right to participation, 44, 51, 53, 58–61  
 Right to the city (RTTC), 10, 44, 45, 50–53, 57, 60–62, 228, 241, 243n6  
 Rio Declaration, 28  
 Risk rationale, 236–238  
 Risk-taking practices, 203  
 Roberts, J., 124  
 Rømer Christensen, H., 38  
 Root, A., 146  
 Rosenbloom, S., 8  
 Rosqvist, L. S., 28  
 Royal Town Planning Institute (RTPI), 27  
   *Toolkit for Practitioners*, 39  
 RTPI, *see* Royal Town Planning Institute  
 RTTC, *see* Right to the city  
 Rutherford, B., 145  
 RVU Sweden 2011–2014, 77  
 Rye, T., 200
- S**  
 Safe transport system, 236–238  
 Safety, 150  
 Salter, M., 254  
 Sandberg, M., 225, 226  
 Sandercock, L., 193  
 Sandow, E., 28, 131  
 SCB, *see* Statistics Sweden  
 Scholten, C., 204  
 School run, the, 33–34  
 SEA, *see* Strategic environmental assessment  
 Separation rates, 131–132  
 Servon, L. J., 8  
 Shack Dwellers International, 61  
*Shanghai Daily*, 255, 256, 266n10  
 Sheller, M., 19, 252, 253, 256, 259, 264, 271, 275, 276  
 Shove, E., 178, 179  
 SIA, *see* Social impact assessment  
 Singer, J. D., 128

- Social, 1–4, 6, 9, 10, 12, 13, 25–29,  
31, 37–39, 44, 50, 253, 274  
change, 13, 205, 209  
class, 31, 38  
constraint, 228, 254  
construction of space, 47–49  
cost, 136, 139  
dimension, 238, 259, 274  
equality, 11, 19, 209, 234  
equity, 28  
exclusion, 46, 59, 62n4, 273  
form, 254, 263  
groups, 7, 8, 26, 40, 273, 274  
identity, 205, 252  
inclusion, 27, 36, 39, 277  
inequalities, 225, 251, 274, 276  
justice, 265, 276, 278  
media, 262, 263  
network, 16  
position, 45–47, 254  
practice, 241, 256, 264  
problems, 11, 230  
sustainability, 235, 277
- Social Exclusion Unit Report, 274
- Social impact assessment (SIA), 37,  
101, 102
- Sociocultural, 4, 6, 17, 52, 206, 222,  
228, 229
- Socio-economic groups, 274
- South Africa, 54, 55
- Space, 5, 6, 10, 12, 13, 17, 18, 27, 34,  
35, 37, 50, 52, 54, 56, 57, 60,  
200–202, 204–206, 210, 213–215,  
224, 225, 227–229, 237, 239,  
241, 243n6, 265n5, 272, 277  
shared, 35  
social construction of, 47–49
- Spatiality, 5, 59, 205, 222, 227, 228,  
232, 234, 239–241, 274
- Standard logistic regression, 128
- Stanley, J., 62n3
- Statistics Sweden (SCB), 71, 72
- Steinbach, R., 205
- Stereotypes, 27, 153
- Stockholm, 200, 208, 210, 211, 213
- Strategic environmental assessment  
(SEA), 101
- Structural adjustment, 44
- Stutzer, A., 123
- Subjective well-being, 123
- Supplementary Planning Guidance, 38
- Sustainability, 8, 11, 12, 14, 18, 19,  
25–31, 34, 36, 37, 39, 69–84,  
210, 214, 215, 221, 222, 235,  
238, 239, 252, 253, 264, 274,  
276, 277  
defined, 28–29  
environmental, 19, 25, 28  
policy, 25, 26, 36, 37, 39  
pre-sustainability, 26
- Sustainable communities, 36
- Sustainable development, 71, 79
- Sustainable development goals  
(SDGs), 97
- Sustainable Development Goals on  
Gender Equality (SDG5), 109
- Sustainable mobility, 180, 181,  
183–185, 187–192, 199–215
- Sustainable subject, 230, 231,  
234–236, 239
- Svedberg, W., 92, 111
- Sweden, 2, 7, 14, 15, 180, 200, 201,  
203, 207–209, 211, 212, 214,  
222, 223, 225, 229, 230, 232,  
234, 237, 242n1  
gender-equality impact assessment, 37
- Swedish Environmental Protection  
Agency, 77
- Swedish government, 11, 14
- Swedish National Council for Crime  
Prevention, 92
- Swedish National Road, 215n1
- Swedish National Travel Survey,  
71, 74



- Swedish Transport Administration, 79–81
- Swedish transport policy, 92
- Swedish transport policy-making, gendered perspectives on, 69–84
- attitudes towards climate change measures, 77–78
- differences, 82–84
- gender visibility in transport policy or decisions, 78–81
- representation, 81–82
- travel behaviour, 74–77
- T**
- Technology, 9, 200, 228, 251, 254, 275, 276
- Tour de France, 35, 210, 211
- Traffic congestion, 30
- Trafikverket, 237
- Tramway, 32
- Transaction costs, 146
- Transport, 1–19, 26, 27, 29, 199–205, 211–215, 249–265
- feminist, 271–279
- politics, 1, 4, 7–12, 93–96, 202, 213, 232, 275, 276
- poverty, 62n4
- transforming transport policy, 239–242
- research on, 223–226
- Transportation infrastructure, 106
- Transportation planning, 91, 104
- Transportation sector, 92
- Transport–development interface, 44
- Transport field, concern for policy and planning in, 273–277
- Transport planning, 1–19, 25–28, 43, 45–47, 49, 51–53, 58–60, 62, 62n1, 71, 73, 93, 97, 109, 179, 191, 199, 201, 204, 213–215, 250, 251, 253, 264, 272–275, 277–279
- concern for, 273–277
- feminist interventions in, 12–13
- gender as analytical tool in, 3–8
- implications for, 239–242
- instruments for change, 13–16
- Transport policy, 1, 2, 9, 10, 14, 18, 25–27, 37–39, 46, 52, 59, 147, 167, 168, 178, 202–205, 222, 223, 274, 277
- adult motorized norm in, 238–239
- analysing, 229–231
- children in, 223–226
- concern in, 273–277
- gender visibility in, 78–81
- rationales in, 231–238
- Transport policy-making, 72–74
- Transport Research Institute, 215n1
- Transport system, 90, 92
- children and, 221–223
- Travel, 2, 4–6, 9, 10, 13, 17, 18, 27, 30–33, 35, 36, 38–40, 199–201, 211, 212, 221, 223–225, 227, 233, 235–237, 239, 242n2, 260, 271–273, 275
- behaviour, 10, 17, 70, 72
- differences, 77
- patterns, 71
- Travel choice, 61–62
- reframing, 45
- Trip-chaining, 30, 31, 33, 34, 38, 39, 54
- Trips, 1, 2, 5, 16, 17, 34, 46, 74–75, 166, 184, 223, 224, 233, 272
- duration of, 165
- Trivector, 208
- U**
- UK, *see* United Kingdom
- United Kingdom (UK), 27, 38
- cycling, 35
- environmental sustainability, 28, 29
- gender-equality impact assessment, 37
- planning policy, 29
- road charging, 34

- Unpaid home-related activities, 155–157
- Unpaid housework, 108
- Unpaid work, transport research, 145
- (Un)sustainable mobility, 199–215
- Uppsala County, 222, 223, 229, 230
- Urban, 2, 14, 17, 18, 26, 27, 29, 30, 32–34, 37, 38, 40, 200, 201, 208–210, 214, 215, 222, 223, 225, 232–234, 243n6, 250, 253–255, 258, 260, 263, 265n2, 275, 276
- decentralization, 29
- inclusive design, 29
- Urban citizenship, 51
- mobility in light of, 226–229
- Urbanization, 2, 8, 44, 48, 53, 221
- Urban transport, gender in, 43–54
- Urry, J., 252, 271
- User representations, 180, 181
- Uzzell, D., 124
- V**
- Vella-Brodrick, D., 62n3
- Vulnerability, 202
- Vulnerable men, 211–213
- W**
- ‘Walking-trains to school’ scheme, 33
- Wekerle, G., 145
- Wen-Wu* dyad, 258
- West, C., 94
- Westin, K., 131
- Willett, J. B., 128
- Wolff, J., 9
- Women, 2, 4–7, 9–11, 14, 16, 25–39, 43–46, 48–62, 69–79, 81–84, 106, 199, 201, 203–205, 209–211, 215n1, 234, 249, 250, 254, 255, 259–265, 272, 275–278
- on gender-related issues, 153
- long-distance commuting for, 135
- violence elimination, 104, 105
- Women car lover, 256–258
- Women’s mobility
- accessibility, 150
- issues, 150
- safety and, 150
- Woolgar, S., 184
- Work-life balance, 139
- Y**
- Young, K., 48
- Youth Policy Programme (2010–2014), 235
- Z**
- Zeihner, H., 226
- Zhang, L., 253
- Zimmerman, D., 94
- Zinnecker, J., 226
- Zucchini, E., 28, 30