

Women and Men on the Move

# Manual for the Implementation of Gender Mainstreaming

in Route Network Planning in Municipalities on the Example of  
the Municipality of Hermagor-Pressegger See



Doris Damyanovic (Ed.)

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Amt der Kärntner Landesregierung, Abteilung 13 – Referat für Frauen und Gleichbehandlung

## Project team

drinnen.drussen - Technisches Büro für Landschaftsplanung  
Hormayrgasse 29/1, 1170 Wien  
Watschig 13, 9631 Tröpolach  
www.drinnen.drussen.at

University of Natural Resources and Applied Life Sciences, Vienna  
Department of Landscape, Spatial and Infrastructure Sciences  
Institute of Landscape Planning  
Peter-Jordan-Straße 82, 1190 Wien  
www.rali.boku.ac.at/ilap.html

tilia mayrhofer.staller.studer oeg. - Technisches Büro für Landschaftsplanung  
Hofmühlgasse 20/18, 1060 Wien  
Tel.: 01/5873683/30  
e-mail. tilia@tilia.at, www.tilia.at/

LWK – Lagler, Wurzer & Knappinger Ziviltechniker GmbH  
Raum- und Landschaftsplanungs ZT-GmbH  
Europastraße 8, 9524 Villach  
Tel: 04242/23323, mobil: 0664/26 44 049  
e-mail: knappinger@l-w-k.at, www.l-w-k.at

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Editor: Doris Damyanovic

Authors: Doris Damyanovic, Gudrun Müller, Gerda Schneider

Project team:  
Renate Fuxjäger, Josef Knappinger, Peter Kurz, Florian Reinwald,  
Elisabeth Schwendner, Susanne Staller, Heide Studer, Peter Zauchenberger

Reader: Eva Damyanovic, Renate Fuxjäger  
Editorial staff: Doris Damyanovic, Florian Reinwald  
Pictures and arrangement ideas: Elisabeth Schwendner and the project team  
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To order:  
doris.damyanovic@boku.ac.at  
christian.seidenberger@ktn.gv.at  
frauen@ktn.gv.at

You find the manual on:  
www.unterwegs.cc  
www.rali.boku.ac.at/ilap.html  
www.frauen.ktn.gv.at

## Women and Men on the Move - Everyday Life and Quality of Life in Rural Areas

The present manual is the result of „Women and Men on the Move“, a landscape planning pilot project for qualitative route network planning in the sense of gender mainstreaming on the example of the municipality of Hermagor Pressegger See. The project was financed by European Union funds as well as by Department 20 - Regional Planning, and Department 13 – Women’s Affairs and Equal Opportunities of the federal state of Carinthia.

The brochure is addressed to citizens, politicians, staff of local and federal state authorities as well as to planners who deal with the topics of route networks and mobility in municipal areas.

The manual

- explains the basic legal conditions for the implementation of gender mainstreaming in planning,
- describes gender sensitive planning processes in connection with the existing legal foundations of municipality planning, and
- points out measures and ways of implementation in the context of municipality and route network planning, based on examples from the municipality of Hermagor-Pressegger See.

The contents of the manual are based on landscape-planning and gender-sensitive evaluation and prognosis for the development of a local and regional route network in accordance with gender mainstreaming. A main focus of the project is „communication and training“ which is based on the involvement of citizens, on discussions and workshops with stakeholders of the municipality of Hermagor, with planning experts of municipal and federal state authorities and the experts for women and equal opportunities of the federal state of Carinthia. Perspectives for mobility in everyday life and for good quality of life in rural areas were developed and discussed together.

### Roads, pathways, buses and trains are for everyone.

#### Why distinguish between gender, age and life situation?

Being aware of different mobility requirements and possibilities, which arise from different phases of life and situations of women, men, girls, boys and elderly people, is the basis for good planning work, it serves as standard for evaluating route networks and formulating recommendations and measures. Therefore, it is necessary to reflect on existing planning schemes and value attitudes and their effects on the everyday life of women and men. The aim of gender mainstreaming is to consider the different needs of women and men in planning-related decisions and implementation procedures in order to offer equal opportunities to women and men in their everyday lives.

#### Gender mainstreaming means equal opportunities for women and men, young and old

The municipalities define the development of the local environment and, by doing so, affect the quality of life of women and men. The present manual wants to give cause for thought and point out development perspectives in municipality planning, in order to approach equal opportunities for women and men in the municipalities.

We wish you a lot of fun and time when reading the manual and a lot of success for the implementation efforts in your municipality.

Yours, Doris Damyanovic and Elisabeth Schwendner

Planning cooperation drinnen.draussen on behalf of the project team



Doris Damyanovic



Elisabeth Schwendner

## For the cooperation, active participation and the commitment we thank to:

Inhabitants of the municipality Hermagor Pressegger See, participants of the workshops and the campaigning day, schoolchildren, schoolmasters and teachers of the secondary school I and II of Hermagor, Gerhard Bischof, Peter Fercher, Helga Graftschafter, Herbert Gratzner, Christian Guggenberger, Christian Heschtera, Gerald Hoeher, Martina Hornböck, Erich Hofer, Hannes Kandolf, Gerda Laurer, Barbara Messner, Siegfried Pirker, Irene Primosch, Jörg Putzl, Gertraud Schabus, Hans Schuschnig, Helga Segner, Christian Seidenberger, Helfried Sila, Vinzenz Rauscher, Erich Rossian

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## 1 Gender Mainstreaming in Planning Supports the Quality of Life in Rural Areas

The quality of life in rural areas is strongly determined by conditions of mobility and the quality of the route network. Women and men have different daily routines, and in different situations of life, requirements of mobility and route networks differ.

Gender mainstreaming (GM) in the sense of the European Union (EU) is as a strategy which supports gender equalisation efforts and promotes the development of equal opportunities for women and men. Since the Treaty of Amsterdam (1999), the European Union strongly promotes European-wide implementation of gender mainstreaming in political targets, laws, directives and development programmes.

Gender mainstreaming in planning places women and men and the gender relation between women and men in the focus. Gender-sensitive and need-oriented spatial planning refers to everyday life which is taken as a yardstick for evaluating the well-being of women and men and which determines the quality of life. If spatial planning and development do not explicitly point out the different requirements, they continue existing inequalities or may even strengthen them.

A differentiated view in planning promotes equal opportunities of women and men in rural areas which are of great importance for future perspectives.

### The present manual

- provides arguments
- describes the legal framework
- delivers knowledge
- gives guidelines and competence for the implementation of gender mainstreaming in spatial planning.

### The manual is based

on the experience and examples from the pilot project „Women and Men on the Move - Landscape Planning for Road Networks in Rural Areas in Accordance with Gender Mainstreaming“ which was realised in the Carinthian municipality of Hermagor Pressegger See as a pilot action.

### The manual is addressed to

- interested citizens, members of citizens' initiatives
- politicians on municipal and federal state level, in particular to the competent government officials, as well as to members of bodies and committees in the fields of regional planning and construction, equal opportunities, women empowerment and anti-discrimination
- officers of municipal and federal state authorities in the fields of traffic planning, regional planning and landscape planning as well as equal opportunities
- self-employed planners who deal with spatial development, landscape, spatial and traffic planning.



## Gender Mainstreaming in Planning – What is it about?

### Gender Mainstreaming in landscape and spatial planning

- evaluates open space structures according to their usability in everyday life for women and men with consideration of different life-situations. Building and open space structures, i.e. village and town structures, route networks as well as road facilities, pathways and squares, are evaluated.
- takes into consideration the various requirements of women and men, girls and boys, already during the formulation of aims and from planning of measures up to implementation and evaluation.
- makes basic social conditions and value conceptions of planners and in planning visible.
- changes spatial structures, basic conditions and value attitudes which discriminate against women or men
- creates more equal opportunities.

## Parameters of the Quality of Life for Women and Men in Rural Areas on the Example of Pathway Network Planning

### Attractiveness of walking

We reach nearly 30% of our destinations on foot.

Therefore, pleasant and safe walking is a basic condition for quality of life in residence, shopping, working and holiday surroundings. Investments in the open space quality of street spaces are for the benefit of everyone. This holds particularly true for women, as they generally walk more distances to accomplish their daily errands than men.

### Good mobility conditions for users of the public transport system and for cyclists

An attractive public transport system and an inviting cycle track network mean more independence for people without a car or driving licence. This increases quality of life in rural areas. The number of trips to ferry family members is reduced. Elderly people also appreciate the social aspects of public means of transport, as they may facilitate and enable participation in public and social life.

### Free choice of means of transport

Being able to choose from various means of transport means more freedom for all citizens: one can decide to not use the car or to do without a barely affordable second car in order to relieve the family budget. Using the bicycle on beautiful days instead of sitting in a car increases well-being and reduces the general acceleration.

### Above all, mobility means accessibility

Saving time and efforts when accomplishing everyday business increases the quality of life. The basic conditions are well accessible local facilities and a close route network. Short ways and accessible destinations facilitate the everyday life of all people in rural areas who are responsible for supply and support tasks for their family members, i.e. mainly women.





## 2 Legal Bases for Gender Mainstreaming

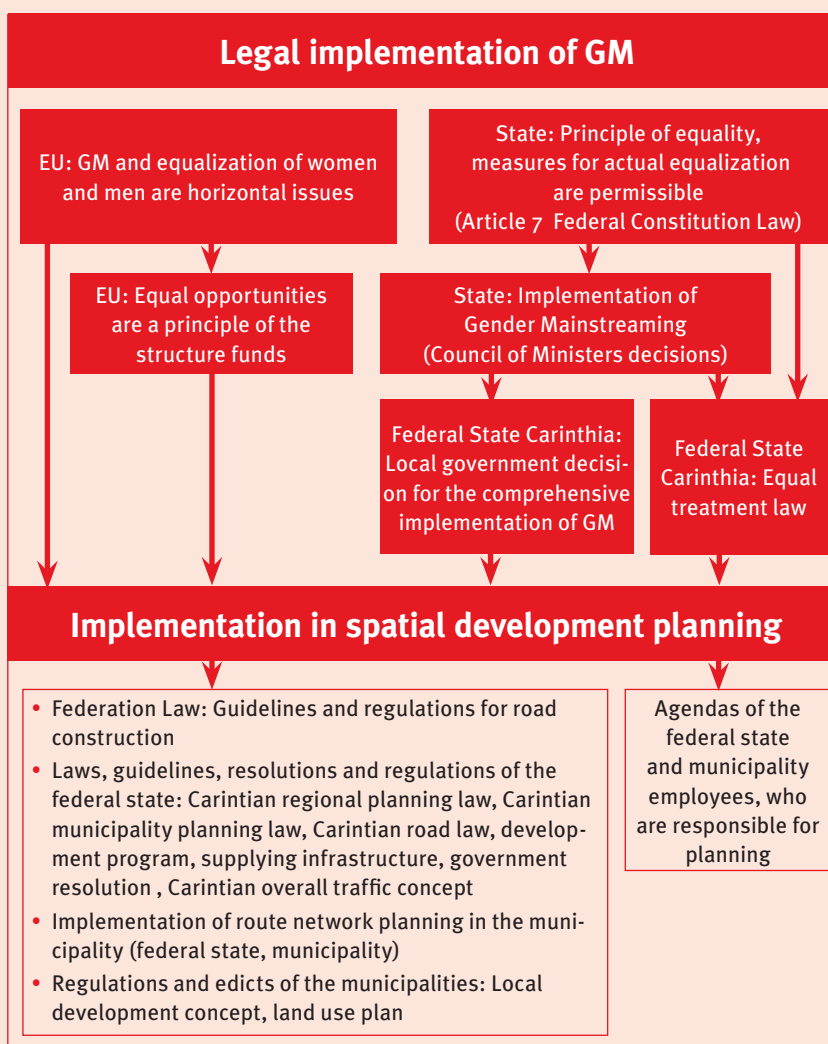
The implementation of the strategy of Gender Mainstreaming (cf. Graftschafter, Helga, 2005, and Bergmann, Nadja; Pimminger, Irene, 2004) is anchored in the primary legislation of the European Union (Treaty of Amsterdam, 1999). Resolutions for the implementation of gender mainstreaming have also been adopted at federal and state level. The principle of equal opportunities for women and men has been specified as a horizontal principle of the Structural Funds of the European Union and is therefore a prerequisite to obtain subsidies. Based on state, federal and EU legislation, the strategy of gender mainstreaming must be applied to all fields of policy and planning, (e.g. regional planning, traffic planning, labour market policy...).



**Helga Graftschafter**  
Women's Representative,  
Carinthia

The 2001 commitment of the federal state of Carinthia to implement the strategy of gender mainstreaming was a milestone. Since then, considerable progress has been made to advance equal opportunities of women and men. However, a lot remains to be done. On the practical level, projects like "Women and Men on the Move" are of outstanding importance. Through such projects, the complex strategy of gender mainstreaming takes shape. At the same time, it is a tool to increase the awareness of the local population for the issue of equal opportunities of women and men.

„Women and Men on the Move“ is promising, but we will need many ambitious follow-up projects and, above all, the political will to firmly establish equal opportunities for women and men in all spheres.





### 3 What is Gender Mainstreaming for?

#### Looking into gender relations supports quality of life in rural areas

Mobility conditions and route networks are factors which determine the quality of life of women and men in rural areas.

To promote quality of life means to work against emigration from the regions. Not only residents benefit from attractive living conditions, but also commuters and guests of the municipality concerned.

#### Gender mainstreaming ensures attainment of the transport policy aims of the federal state of Carinthia

„The federal state transport policy is for the benefit of today’s and future citizens“. Important aims of the Carinthian transport policy for the everyday life of women and men are good accessibility of places of supply and work, the promotion of pedestrians and cyclists as well as public transport. The strategy of gender mainstreaming offers concrete instruments for the formulation of operational goals, for implementation and evaluation..

#### Gender mainstreaming in route network planning increases the effectiveness and sustainability of planning

Involving as many women and men as possible in the process of defining aims and measures during route network planning enables better understanding of the different requirements. Subsequent changes or complex compensation measures can be avoided, for instance building bike lanes as an alternative to oversized car lanes which promote speeding.

#### The European Union promotes gender mainstreaming in spatial planning

The European Union links the allocation of funds to gender mainstreaming concepts. Planning and implementation projects which meet the criterion of gender equality get preferential treatment in the allocation of grants from the European Structural Funds.

#### Equalisation is related to the economic cycle of regions

Pure labour market measures are not sufficient to promote gainful employment of women and other discriminated groups in the labour market. In rural regions, accessibility of the workplace, also without using one’s own car, is a crucial factor. For women in rural areas, this aspect of workplace accessibility is of particular importance, as their family supply duties mean that they are strongly locally bound. Flexible public transport systems and the principle of the „region of short ways“ are aims to be pursued in rural areas.



**Gaby Schaunig**  
Social Affairs Minister of  
the Carinthian Federal-State  
Government

Carinthia’s rural areas are still economically disadvantaged, which is particularly visible in the situation of women in these regions, whether that be in difficult mobility conditions or lack of jobs. Using gender mainstreaming in planning route networks, i.e. taking different conditions of mobility into consideration, promotes the quality of life for women, but also for men. As we are currently facing a „rural exodus“, this factor should by no means be underestimated.

Women must not be discriminated against in any field, including the necessary trips and distances run on a daily basis. This is where „Women and Men on the Move“ comes in, making an important step towards gender fairness.



## 4 Women, Men, Girls and Boys on the Move - Different Daily Routines and Requirements in Terms of Pathway Networks

Women and men differ in their mobility behaviour. It is a complex mixture of frequency of ways, type and duration of activities which cause people's mobility, traffic capacity (speed and length of the distances covered), choice of means of transport, and car ownership (cf. Simma, Anja, 2000).

Women and men, young and elderly people, people in different life situations make different demands on route networks.

### Girls and boys (up to 12 years)

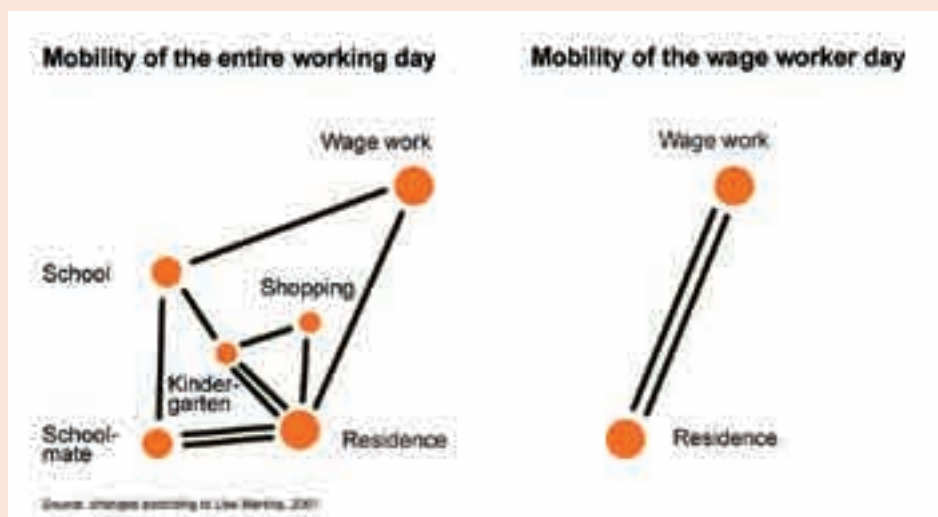
Up to 3 years of age, children are usually dependent on accompanying persons if they want to reach places outside the private open space. Between 3 and 6 years of age, children begin to travel on their own on well-known ways. Later, they begin to use scooters or bicycles. Between 6 and 12 years of age, the radius of action of children grows continuously (see Koeck, Maria, 2002).

Already children aged 3 to 6 show marked differences in mobility behaviour between girls and boys: girls are allowed to move independently at older age, less often and for shorter distances. These differences grow with increasing age.

### Teenagers, girls and boys (13 to 17 years)

If juvenile girls and boys want to travel longer distances, they depend on bicycles, public means of transport or on friends with motorised vehicles and grown-ups. From approximately 15 years of age onwards, part of the youngsters, mainly boys, become motorised.

In the appropriation of space and in getting around, there are clear differences between teenaged girls and boys (cf. Nissen, Ursula 1998: 161; Loew, Martina 2002: 252): girls usually have a smaller radius of action and gain territory by communication and interaction. Boys appropriate space by increased mobility and have a larger radius of action. Girls are less often allowed to go out alone in the evening or at night. These observations were also confirmed by the workshops organised in the framework of the pilot project. When walking, riding bicycles or motor bikes, boys have a higher accident and/or injury risk than girls. (cf. Unfallstatistik Verkehr, 2003).



Source: changes according to Loew-Werting, 2007



### Working-aged women and men (18 to 65 years)

Role ascriptions in society and the traditional distribution of labour in families affect the needs of women and men regarding route networks. The fact that women are still responsible of the main share of house and family work while men are usually in gainful employment shapes the differences in mobility behaviour.

This asymmetrical distribution of house and family work on the one hand and gainful employment on the other is decisive for mobility needs and mobility behaviour:

**(Child) Care:** The presence of children in the household changes mobility needs, in particular of women: on the one hand, household-related errands (e.g. shopping trips) increase, and on the other, children must be accompanied on their ways.

**Household:** Shopping also means transporting loads. Statistically, the number of shopping trips is higher for women than men (see Simma, Anja, 2000: 197 et seqq.).

**Wage work:** Women's and men's daily routes are longer if they are gainfully employed. Regardless of life phase and situation, it is still men who are usually in full time gainful employment and have, on the average, clearly longer ways to work than women. Especially employed women with household supply obligations rather have part-time jobs and depend on jobs in the closer surroundings (part-time job in the tourism industry, trade and service sectors, among others).

**Combination of housework, family work and wage work:** Many women look after children or persons in need of care, manage household and wage work plus all the trips related to these duties. Therefore, complex chains of ways are characteristic of women's mobility behaviour.

### Elderly women and men (66 and older)

The social group of elderly people, which is made up of significantly more women than men, is growing in rural areas. Therefore, it is highly important for municipalities and regions to respond to their needs. The requirements of elderly women and men are very heterogeneous and dependent on state of health and life situation. According to medical studies, the general state of health tends to worsen drastically in the seventh decade of life (c.f. Reis-Klingspiel, Karin, 2003). With increasing age, walking distances and the radius of action are reduced due to lower speeds.

### Women and men with special needs

Being on the move independently facilitates everyday life of women and men with special needs. They are less dependent on other people's support. Particularly barriers in trains, buses, and on pavements and pathways impair independence.

### To read on

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**Bauhardt, Christine:** Stadtentwicklung und Verkehrspolitik, Eine Analyse aus feministischer Sicht, Birkhäuser Verlag, Basel, 1995



**Helfried Sila**  
**Department 7 –**  
**Traffic Planning Division**

Traffic results from women's and men's need of being mobile and from the economic cycle. Our focus on sustainable traffic route planning stands for covering today's needs without reducing the possibilities of future generations. Traffic route planning is a long-term process of development which has to fulfil two sometimes contradicting requirements:

- continuity as regards the underlying objective, the direction of development pursued, and the principles employed
- flexibility as regards necessary adaptations, such as specifying and consolidating contents and integrating new findings

## 5 Pathway Networks for Women, Men, Girls and Boys – Objectives of Planning

Roads and pathways in rural areas are important factors for both mobility and social life. These are routes to go shopping, to reach the work place, kindergarten and school, and at the same time, are places of social encounters and communication, particularly for all those women and men who carry out the majority of their daily tasks at home (agriculture, tourism, household and supply duties). Also the links between villages and the nearest centres are crucial for rural areas. Usage quality of roads and streets depends on the equipment and dimensioning of the adjacent open spaces.

### Mobility of short distances and moderate speeds is ensured and promoted by

- choosing the local level as a reference point
- increasing and maintaining offer and quality of footpaths and cycle tracks - more space for walking and cycling
- Increasing social quality of the open spaces of streets and roads – streets and roads are outdoor living spaces
- giving more competences and „power“ to slower road users (children, elderly people, people with special needs, pedestrians, cyclists)

### Free choice of means of transport, reducing forced mobility

- Maintaining and promoting the region of short and safe ways
- Strengthening the mix of use, offering decentralised infrastructure
- Enabling independent mobility for children and youth
- Developing alternatives to the mobility of accompanying others
- Working against the separation of spatial functions and centralisation tendencies

### Strengthening the public transport system

- Establishing a system of public transport services which considers the complex mobility needs of women and men
- Raising awareness of stakeholders, experts and citizens on the mobility needs of women, men, children, young and elderly people in their everyday lives



## Objectives of planning for route networks in towns and villages

- Perceiving streets as open spaces, serving as both traffic routes and places of social life
- Providing good liveability of the street open spaces
- Giving preference to pedestrians and cyclists
- Guaranteeing safety for all road users
- Establishing a dense network of local public infrastructure
- Providing compact local extension and agglomeration to make sure that ways are kept short
- Being economical in parcelling and road-oriented development
- Supporting mix of use, promoting local economy
- Providing infrastructure and local supply facilities which can be reached on foot:
  - local supply in all larger villages
  - mobile local supply in all smaller villages
  - Offering decentralised social infrastructure



**Martin Strutz**  
 Deputy Head of the  
 Carinthian Government  
 Senior Official for Regional  
 Development

## Objectives of planning for route networks between villages and in the region

- Offering area-wide basic supply
- Providing decentralised social infrastructure
- Supporting mix of use in the villages
- Extending settlements in places where social infrastructure and local supply facilities are already provided
- Adapting the public transport system:
  - participation of users
  - free or flexible selection of starting points and destinations / integration of all areas of towns and villages in the region
  - free or flexible timetables
  - evening services
  - more women in bodies and institutions responsible for public transport
  - anchoring the idea of the public transport system as a means of transport for daily use in the minds of citizens and
- Providing cycle track networks which are attractive for daily use
  - Providing connections between villages, integrating everyday destinations such as local supply, education and care facilities, stops and stations of the public transport system
- Increasing bicycle traffic safety in everyday life (daily bicycle use to go to work)
  - Improving equal opportunities for motorised road users, cyclists, pedestrians and the users of the public transport system

Women's role in society is still strongly marked by multiple workloads. Combining the traditional tasks of managing family life and contributing to society with rising gainful employment is often a demanding matter of organisation. In rural areas in particular, adverse spatial structures and traffic and transport connections are obstacles which bring about unnecessary discomfort. Considering women's needs more carefully and reviewing traditional forms and instruments of planning from the women's perspective are useful tools for an integrative approach to aspects which are essential for everyday life and for shaping the future development of our towns and villages.



**Christian Seidenberger**  
 Head of the Intra-Regional  
 Development Unit, Regional  
 Planning, Carinthia

A key aspect of regional planning is to observe the interrelations between spatial patterns of use and mobility of the population. Participation procedures help in understanding these implications. However, our society is not homogeneous, and dividing lines run, for example, according to age group, profession, car-ownership, and still also according to gender. Gender mainstreaming provides helpful ways to better consider specific requirements and to develop regions more in line with the interests of all citizens.

In local planning in particular, the Local Development Concept offers an instrument of planning where citizens and those involved in planning can present their ideas and wishes and align them. Professional moderation and the work of local working groups was successful in turning specific concerns into objects of the planned municipal-area development and in adapting the local planning concepts accordingly.

## 6 Fields and Instruments of Planning

The following fields of planning affect the conditions of mobility. Creating route networks which meet the requirements of all citizens touches the following fields:

- settlement development
- village and urban redevelopment, LA 21 processes
- land use and building planning
- open space and landscape planning
- development of local public infrastructure concepts
- street space organisation, planning of town and village squares
- planning of bicycles tracks
- planning and operation of the public transport system
- participation of citizens
- setting up bodies and committees, human resources development and training
- awareness raising and public relations

### Implementing gender mainstreaming in the planning instruments of local area planning

The municipalities have the possibility to implement the strategy of gender mainstreaming in local area planning. The goals and measures bindingly set out in the instruments of planning must be formulated in such a way that the route networks take into account the requirements of disadvantaged groups. During the design and implementation process, it is necessary to clearly identify the respective target groups, e.g. women, men, girls, boys, young and elderly people, persons with special needs etc., and to actively seek integration of all groups. Especially in the frame of local development concepts, from the analysis of the starting conditions up to the formulation of the measures, it is possible to consider and evaluate the eventual impact on women and men. Targeted integration enables the involvement of all inhabitants in the planning process and the consideration of existing differences in terms of equal opportunities. The overviews provided describe possible starting points for gender-effective route network planning, ways of how the persons involved can make a difference (mayors, local municipal councils, federal state governments, citizens), and measures for the implementation of gender mainstreaming.

**Local Development Concept**  
(Örtliches Entwicklungskonzept, K-GplG 1995 igF, §2)

The local development concept contains the following points of contact for gender effective planning (economic, social, ecological and cultural conditions and specifies objectives for the regional planning)

- contains statistic analysis of population data: specifies thereby analysis categories and makes individual sub-population-groups visible
- Employment and job development as well as economy: affects the reachability of working places (temporal and spatial)
- Social infrastructure: affects the reach ability of public supply provider, schools, kindergartens, doctors, social services
- Definition of public traffic routes including cycle tracks/route network: secures foot and cycle track connections, determines aims and measures for the local public transport system, fixes fundamentals of a bicycle traffic concept
- Settlement development (settling and land development): defines the distances between and the accessibility of functionally sub-spaces (residential areas and commercial and (light) industry areas, agricultural and forestry areas, green space corridors, shopping centres...) and the possibility of mixed use development zones (rural settlement zone, central areas...).

Involved participants and exertion of influence	...and the implementation of Gender Mainstreaming
<ul style="list-style-type: none"> <li>• Elaboration and decision by local council</li> </ul>	<ul style="list-style-type: none"> <li>• Obligation to implement Gender-Mainstreaming-Criteria</li> </ul>
<ul style="list-style-type: none"> <li>• Usually the inhabitants are involved during the elaboration by thematically workshops</li> </ul>	<ul style="list-style-type: none"> <li>• Specific integration of discriminated sub-population-groups, gender-fair participation procedures, lobbying for underrepresented requests</li> </ul>
<ul style="list-style-type: none"> <li>• Obligatory statement on the part of the federal state government</li> </ul>	<ul style="list-style-type: none"> <li>• Examination of the gender-effectiveness</li> </ul>
<ul style="list-style-type: none"> <li>• Consultation on the part of the federal state government</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendations regarding the implementation in the municipality</li> </ul>
<ul style="list-style-type: none"> <li>• Everyone, who makes a justified interest convincing, can bring in written reasoned suggestions against the concept during a four weeks public advertisement</li> </ul>	<ul style="list-style-type: none"> <li>• Statements on gender-topics on the part of the inhabitants, representations of interest, GM-representatives, etc.</li> </ul>
<ul style="list-style-type: none"> <li>• The municipality has the right to be consulted by the federal state government</li> </ul>	<ul style="list-style-type: none"> <li>• Demand consultation by planners with gender experiences</li> </ul>

**Land Use Plan**  
(Flächenwidmungsplan, K-GplG 1995 §§1, 3–9, 11–23)

The land use plan contains the following points of contact for gender effective planning

- Definition of development sites, meadow land as well as vehicular and pedestrian infrastructure: determines the accessibility and the distances between different functionally defined subspaces and areas or forms for mixed use development zones. Affects thereby the local supply, public infrastructure, working places (wagework, housework, etc.) and their spatial allocation

Involved participants and exertion of influence	...and the implementation of Gender Mainstreaming
<ul style="list-style-type: none"> <li>• everyone, who makes a justified interest convincing, can bring in written reasoned suggestions against the plan during a four weeks public advertisement (e.g. inhabitants, lobbies, GM-representatives etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Statements on gender-topics on the part of the inhabitants, representation of interests, GM-representatives, etc..</li> </ul>
<ul style="list-style-type: none"> <li>• Regulation by local council</li> </ul>	<ul style="list-style-type: none"> <li>• Is in bond to implement GM in land use planning</li> <li>• Examination of the gender-effectiveness</li> </ul>
<ul style="list-style-type: none"> <li>• Supervisory authority permission by federal state government</li> </ul>	<ul style="list-style-type: none"> <li>• Examination of the gender-effectiveness</li> </ul>

**Binding Area Zoning Plan**  
(Bebauungsplan, K-GplG 1995, 2. Abschnitt §24–27)

The binding area zoning plan contains the following points of contact for gender effective planning

- Assigns the extent of the vehicular and pedestrian infrastructure, the position of the buildings and construction including the infrastructure and affects the structurally spatial organization of the parcel and the connection of the building development with the open spaces in the roads

Involved participants and exertion of influence	...and the implementation of Gender Mainstreaming
<ul style="list-style-type: none"> <li>• Regulation by local council</li> </ul>	<ul style="list-style-type: none"> <li>• Is in bond to implement GM in the binding area zoning plan</li> <li>• Examination of the gender-effectiveness</li> </ul>





## 7 Planning Process



**Gerhard Bischof**  
Head of Building Authorities,  
Hermagor-Presssegger See

The manual „Woman and Men on the Move“ provides an important and process-oriented basis for planning future activities of regional planning.

I want to point out in particular the commitment of the team „On the Move“ with their practice and process oriented working methods which were worked out and discussed in workshops (with children from the secondary school I/II of Hermagor, citizens and expert groups from urban and regional planning departments) and during Campaign Day (citizens and municipal authorities).

This study highlights various problems and questions relating to mobility in the daily lives of women and men in rural areas from the perspectives of landscape planning and architecture, and from group, gender and age specific viewpoints.

The aims formulated in the manual provide support for future project planning decisions and should be duly considered.

The work was important and valuable.

Planning-related decisions which affect the everyday life and the mobility conditions of women, men, children, young and elderly people and people with special needs, are made across all stages, from development to implementation and evaluation of planning projects, as well as in the daily work of the municipal authorities.

### Gender-fair route network planning

- makes the effects of planning on different population groups visible
- improves the mobility conditions of groups of disadvantaged persons
- involves under-represented groups in planning processes and decisions

**The aim is to work towards gender equality in all planning phases, during the formulation of (operational) aims, analysis, the formulation of measures/concept development, implementation and evaluation.**

In the chapter „Steps Towards Implementation“, suggestions are made on how to implement gender mainstreaming in the various steps of the planning process.

Examples from the project „Women and Men on the Move“ are presented for illustration purposes.

### To read on

**Bergmann, Nadja; Pimminger, Irene:** Praxis-Handbuch Gender Mainstreaming. Konzept. Umsetzung. Erfahrung, GeM-Koordinationsstelle für Gender Mainstreaming im ESF (Hrsg.), Wien 2004

**Bergmann, Nadja; Pimminger, Irene:** Toolbox Gender Mainstreaming, GeM-Koordinationsstelle für Gender Mainstreaming im ESF (Hrsg.), Wien 2004

**Broschüre Gender Planning (Hrsg.):** Gender Mainstreaming in der räumlichen Planung – Gender Planning. Von Peking über Amsterdam in die Westpfalz, oder: Die Ankunft einer weltumspannenden Idee vor Ort, 1. Auflage 11/2002

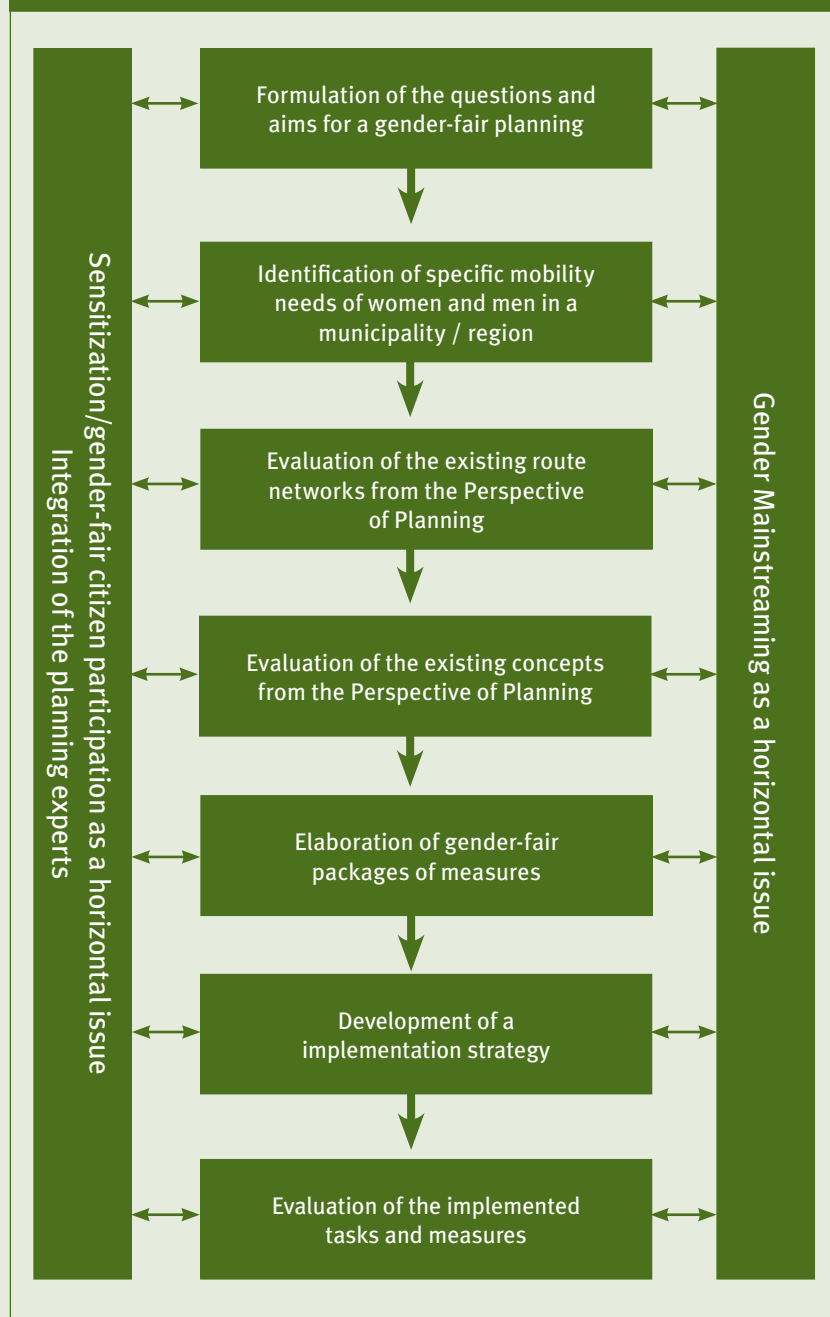
**Schneider Rapp, Jutta; Trommer, Heide:** Gendergerechte Verkehrsplanung in Baden-Württemberg. Wie Sie Mobilität für Frauen und Männer schaffen. Leitfaden Verkehrsplanung, Stuttgart 2003; zu beziehen unter: [www.ta-akademie.de](http://www.ta-akademie.de)

**Rotschopf, Romana; Ennemoser, Maria (Red.):** Wie „gender“ ich Projekte? Ein praktischer Leitfaden zum Gender Mainstream in EU-Projekten, zu bestellen bei [gts.interreg-bayaut@salzburg.gv.at](mailto:gts.interreg-bayaut@salzburg.gv.at)

**Wotha, Brigitte:** Gender Planning und Verwaltungshandeln. Umsetzung von Genderbelangen in räumliche Planung – unter Berücksichtigung von Verwaltungsmodernisierung und neuerer Tendenzen im Planungsbereich. Geographisches Institut der Universität Kiel (Hrsg.): Kieler Arbeitspapiere zur Landeskunde und Raumordnung 42/2000, Kiel, 2000



## Steps towards a gender-sensitive planning process on the example of route network planning in the rural area



**Vinzenz Rauscher**  
Mayor  
Hermagor-Presssegger See

With the project of route network planning in rural areas „Men and Women on the Move“, Hermagor was chosen to be the pilot municipality for studying routes of mobility and habits of the citizens in their daily routines. This undertaking has brought to light some new findings, however, it has also confirmed many measures the municipality had already been familiar with.

Now it is about integrating these results into practical work and gradually implementing feasible measures. These include mainly the further improvement of pedestrian safety, but also the continued extension of footpaths and bicycle tracks. Funding these necessary measures, however, is a particular challenge, though some proposals will soon be realised in the urban area of Hermagor. By this, we hope not only to minimize particular risks in daily traffic, but also to gradually improve the quality of life for our citizens,



## 8 Gender-Sensitive Citizen Participation and Awareness Raising of Women and Men in the Municipality

### The aim is

to recognise mobility differences in women and men, to discuss the resulting advantages and disadvantages for the different groups and to stimulate possible changes.

### Strategy

An important aspect of local area planning, which is also crucial during planning procedures, is the participation of citizens, for example by setting up different working groups when working out the local development concept or by relying on constant working groups. The co-operation of experts and inhabitants of the area during planning is important in order to find sustainable solutions which are suitable for the citizens and their town or village. The planning experts can base the development of concepts on the knowledge and experience of the citizens as experts of daily life in the area they live in.

### Please note:

It is important to know the actual users and to address all groups who could become the future users in a targeted manner.

Eliminating existing inequalities of access to mobility to the benefit of disadvantaged groups is a process which has a political dimension to it. Experts in the administration bodies and project teams need the support of politicians to be able to implement gender mainstreaming measures.



**Helga Segner**  
1st Vice Mayor  
Hermagor-Presssegger See

First of all, I would like to thank the project team for encouraging the dialogue with women, men and young people. It has become clear that many wishes have not yet been considered. Recommending measures and addressing various concerns, however, can only be done step by step.

On Campaign Day, women and men were given the opportunity to present their routes and means of transport and to critically assess the quality. This campaign was a fruitful one. Thank you for the excellent co-operation.



Results of the school workshops: Routes of boys in the city of Hermagor



## School workshop for girls and boys

17 girls and 23 boys took part in the workshop at the secondary school of Hermagor. The workshop included the presentation of constellations of mobility questions and a tour through the town which was then presented on posters. The method followed the approach of „systemic structure constellations“, as (everyday life) situations were simulated by spatial re-enactment. The suggestions of the juvenile “experts on being on the move” were considered throughout the development of the measures. The simulation of problems of everyday mobility based on gradients (very often - often - never) gave quick information on concrete questions, such as how the children get to school. Only few teenagers in Hermagor walk to school if they live in the close proximity. The majority - both girls and boys – use buses and trains. Hardly anyone uses a bicycle. With the practice of being ferried to school and back by car, certain differences were made out: girls are not regularly driven to school by car, but clearly more often so than boys.

The schoolchildren were invited to walk through Hermagor in separate boys and girls groups, accompanied by a grown-up of the same sex. They could select their own route and destinations. At certain places, the accompanying person asked the teenagers about how they perceived the situation (e.g. pedestrian crossings, stops and stations).

Both groups decided to walk through the town centre of Hermagor (Hermagor Main Street, 10th October Street). The tour of the girls group was 30 % shorter than the one chosen by the boys group.

The destinations selected by the girls group only were a health and beauty retailer, a photo and mobile phone store and their schools. On the tour, the girls met several adults and involved them in their tour. The destinations selected by the boys group only were the skater park, the train station, an internet café and a snack bar. Both girls and boys groups made suggestions on how to improve the footpaths and crosswalks. The stops of public transport means got positive marks from the girls, while the boys made many suggestions for changes.

A central result was that for girls, the aspect of communication and interaction with other people was more important when using open spaces than for boys. The latter seize open spaces mainly by moving around. Intensified communication can improve the town’s liveability for boys.

## To read on

Damyanovic, D.; Staller, S., Studer, H.: Beteiligungsverfahren, In: Damyanovic et. al.: Endbericht Frauen und Männer unterwegs, Landschaftsplanerisches Projekt zur qualitativen Wegenetzplanung im Sinne von Gender Mainstreaming am Beispiel der Stadtgemeinde Hermagor-Pressegger See. Klagenfurt-Villach-Wien. 2005



Results of the school workshops: Routes of girls in the city of Hermagor



### Interrogation „Contribute and Win“

With the interrogation „contribute and win“ the project team got sex and age-specific quantitative answers to questions concerning the daily routes of women and men in the municipality Hermagor Pressegger See. The following questions were placed indicating sex and age:

- Which means of transport do you chose on an average day of the week? (multiple denominations possible)
- Which activities do you have to accomplish on average day of the week out of your home?

In order to increase the attractiveness of the participation, the interrogation „contribute and win“ was combined with an invitation to the campaigning day „Pathway networks in Hermagor Pressegger See“ and a competition.

## 9 Survey on Mobility Habits and Evaluation of the Pathway Networks by Means of Citizen Inquiries

### The aim is

to evaluate the specific mobility habits and needs of the population and to understand how the citizens rate the existing route networks.

### Strategy

With different inquiries, specific information can be obtained, and at the same time, they are means to inform and activate the population.

Different methods may be chosen, for example:

- short questionnaires are sent out by mail or handed out at meetings
- at selected places, passers-by are interviewed on the traffic situation or asked to chart their daily routes and to comment places and means of transport on a map.
- citizens are accompanied on some of their daily routes, their experiences are documented

### Please note:

It is important to reflect on the type of information needed, the type of questions to ask and target groups to address. Depending on sex, age and social or ethnic backgrounds, different methods may be suitable. You should seek expert advice when selecting the method, formulating the questions and evaluating the results.

**Altenstag + Gewinnspiel** (kompletter und ganzer)

Welche Verkehrsmittel benutzen Sie an einem durchschnittlichen Arbeitstag (Wohnort bis zum Arbeitsplatz)?

PKW  Bus  Fahrrad  Auto  Fuß  Bahn  Sonstige

Welchen Aktivitäten gehen Sie an einem durchschnittlichen Wochentag außer Haus nach?

Einkauf/Einkäufen  Arbeit  Schule

Begleitung von anderen Personen

Freizeit (mit Angabe)

andere (mit Angabe)

Geschlecht:

weiblich  männlich

Alter:

14-19  20-29  30-39  40-49

(mit Angabe der entsprechenden Zeile)

Bitte vollständig ausfüllen und an: **Frauen und Männer unterwegs**, Hermagor Pressegger See, 9100 Hermagor, Markt 100, 1000 Hermagor, Österreich. Telefon: 04762 22222. E-Mail: frauenundmaenner@hermagor.at



Results of the campaigning day: Routes of women in Hermagor Pressegger See



## Campaign Day „Pathway Networks in Hermagor-Pressegger See“

Citizens of all age groups were invited by the planning team, in co-operation with the municipality, to attend Campaign Day and were asked to chart their everyday routes on a map of the municipal area and evaluate the quality. The results gave insights into the current mobility situation in the municipality, the quality of streets and means of transport. As the contributions were separated according to the different population groups, gender and age specific differences in mobility were pointed out. Women marked in particular the routes in the centre, men the federal highway leading to Villach and the cycle track to lake Pressegger.

The means of transport most used by women and men in the municipality of Hermagor is the car. The conditions and maintenance of federal and regional roads were judged positively by both women and men. The high speed of car and motorcycle traffic as well as inconsiderate behaviour were judged negatively by women (slightly more often) and by men. Additionally, there were several negative comments made by men from the car driver's viewpoint (especially the parking situation in the centre).

“Walking” came second, however, it was clearly more often mentioned by women than by men. Women listed mainly footpaths in the city centre, men hiking trails. Women indicated many nuisances that affect waking comfort. Women formulated positive evaluations for leisure footpaths only. Men's statements were generally far less concrete. Use of the bicycle in the spare time was judged very positively and mentioned more frequently by men.

Buses and trains were listed only occasionally. They are used mainly by young people to go to school and by men to go to work (commuter flow). As regards buses and trains, intervals and connections in particular were criticised by both women and men.

## Results of the interrogation „Contribute and Win“

Means of transport	Women	Men
Car	80 %	79 %
Feet	64 %	58 %
Bicycle	40 %	40 %
Public transport	5 %	14 %
Purpose of ways	Women	Men
Shoppind / transactions	85 %	52 %
Work	55 %	52 %
other activities	28 %	24 %
Accompanying persons	19 %	14 %
School	0,5 %	1 %



Results of the campaigning day: Routes of men in Hermagor Pressegger See

## To read on

[tilia.mayrhofer.staller.studeroeg.net](http://tilia.mayrhofer.staller.studeroeg.net): Netze machen mobil, Freiraumplanerische Beiträge zur Mobilität von Frauen und Mädchen im Zusammenhang mit dem Car Free Day 2000. Dezember 2000.

**Knoll, Bente; Szalai, Elke:** Gender Mainstreaming und Mobilität in Niederösterreich, Amt der NÖ Landesregierung (Hrsg.), Abteilung Gesamtverkehrsangelegenheiten, Schriftenreihe NÖ Landesverkehrs-konzept Heft 22. St. Pölten, 2005



## 10 Identification of Specific Mobility Needs of Women and Men in a Municipality or Region on the Basis of Existing Data

### The aim is

to list and present of the specific mobility needs of women and men in the municipal area.

### Strategy

Certain demographic and socio-economic population data are significant for the mobility needs of the citizens, commuters and guests. They are analysed according to sex.

- age distribution
- people with special needs
- household size and structure (number and age of children looked after in the households, single parents, etc.)
- gainful employment (labour-force participation rate, resident population according to gainful employment, persons in full-time, part-time and short-time employment, employment according to workplace classification)
- commuter flow

Due to the statistical population data it is possible to differentiate the requirements of women and men according to life contexts of lifestyles. The mobility needs of the different groups are described and interpreted with the help of the results of feminist and gender-differentiating research.

The most important requirements of individual population groups are summarised in this brochure (see chapter 4: Women, Men, Girls and Boys on the Move - Different Daily Routines and Requirements in Terms of Pathway Networks).

### Please note:

The results will reflect the traditional distribution of roles between women and men in our society. Gender mainstreaming supports the implementation of equal opportunities for women and men. At the same time, it aims at breaking down the social stereotypes which lead to the uneven distribution of power and choices among the sexes. It is important to analyse which value attitudes, standards and basic social conditions cause such differences.

### To read on

**Amt der Kärntner Landesregierung, Referat für Frauen und Gleichbehandlung (Hrsg.):** Kärntner Genderstudie, Geschlechterverhältnisse und geschlechtstypische Disparitäten, Drava Verlag, Klagenfurt, 2004

**Statistik Austria (2004):** Ein Blick auf die Gemeinde; Bestellung oder download: <http://www.statistik.at/blickgem/index.jsp>

**BMVIT (Hrsg.) (2002):** Verkehr in Zahlen – Österreich, Ausgabe 2002; download: <http://www.bmvit.gv.at>

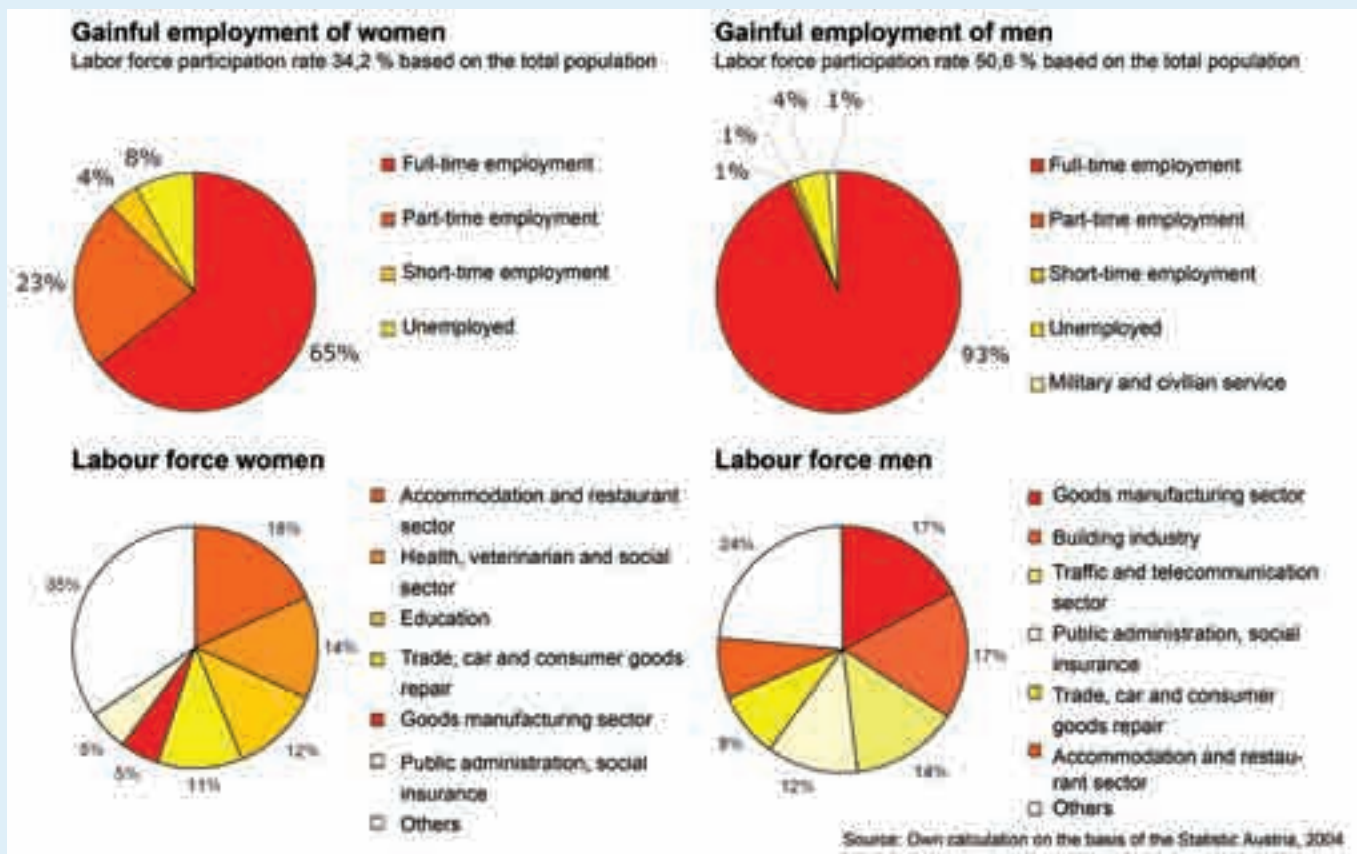


**Hans Schuschnig**  
Department 7 -  
Traffic Planning Division

An efficient and attractive public transport system is indispensable for meeting today's and tomorrow's mobility requirements. Elderly and younger women and men in particular rely on a well-functioning public transport system.

Due to their feeder function, public means of transport in rural areas ease the traffic burden in urban agglomerations.

The objectives of sustainable development in planning route-networks aim at weakening or even neutralising the apparent contradiction between a high standard of living and environmental problems, and at achieving environmental-friendly mobility for all. Integrative approaches which include public transport (busses and trains), bicycle and pedestrian traffic will bring us closer to reaching this target in Carinthia.



Gainful employment of women and men according to work time and workplace classification in Hermagor-Pressegger See

### Mobility Needs of Employed Women and Men in Hermagor-Pressegger See According to Workplace Classification, 2001

Demographic characteristic	Differentiation according to gender	Specific requirements of women and men in terms of route networks	Traditional social standards and values
<ul style="list-style-type: none"> <li>Most inhabitants work in the sector „accommodation and restaurant“, followed by „trade, car and consumer goods repair“, „goods manufacturing“ and the „building industry“.</li> <li>Many work in gainful employment combined with agricultural business or room letting.</li> </ul>	<ul style="list-style-type: none"> <li>The largest part of employed women work in the accommodating and restaurant sector.</li> <li>2/3 of the persons employed in the accommodation and restaurant sector are women.</li> <li>The largest share of employed men work in the goods manufacturing sector and in the building industry.</li> <li>In areas of employments, in which women work, the level of income is clear lower.</li> </ul>	<ul style="list-style-type: none"> <li>For the majority of employed women and also for many employed men, routes to work do not match the expected commuters flows which are preferred by the public means of short-distance transport, and</li> <li>are not accomplished during the usual commuters times in the morning and in the afternoon.</li> </ul>	<ul style="list-style-type: none"> <li>An „innate qualification“ for household-related activities is often attributed to women and girls, while they are often „weaned off“ their talent for technical professions.</li> <li>Women are mainly responsible for household supply and family work.</li> <li>Low esteem is given to female work, income is low.</li> </ul>





## 11 Evaluation of Existing Pathway Networks from the Perspective of Landscape Planning

### To read on

**Verkehrsklub Österreich (Hrsg.):** Sicher gehen in Stadt und Dorf, Wissenschaft und Verkehr 2/2001, Wien, 2001

**Lucks, Theresia:** Die kreative Zerstörung der Straße, zum Beispiel Bremen, in: Vom Rand zur Bordüre, Arbeitsgemeinschaft Freiraum und Vegetation, Notizbuch 27 der Kasseler Schule, Kassel, 1993

**Bauhardt, Christine:** Stadtentwicklung und Verkehrspolitik, Eine Analyse aus feministischer Sicht, Birkhäuser Verlag, Basel, 1995

### The aim is

to identify the strengths and weaknesses of the route network for the everyday lives of different population groups.

### Strategy

1. In a first step, the route network within the villages, the ways in the entire municipal area (i.e. between villages), and the regional and supra-regional links are evaluated. The different means of transport and the possibilities of combined use (suitability for foot-paths, cycle tracks for everyday use, car, services of the local public transport system) are taken into account.
2. Next, the strengths and the weaknesses for different purposes of use are described.
3. Population groups (women, men, age groups...) who benefit from the strengths and who suffer from the disadvantages are identified.

### Please note:

A landscape planning survey which describes and interprets the structural and spatial situation is the professional basis needed for the subsequent working steps. For complex problems, you should consult a landscape planner with gender competence.



Local route network in Tröpolach, landscape planning survey and evaluation

## Points of Interest for the Evaluation of Pathway Networks in the Everyday Lives of Women, Men, Girls and Boys

### • Structural and spatial criteria

- Zoning and safety of open spaces off the streets
- Clear arrangement of the local and settlement structure, clear arrangement of the route network
- Quality of streets, paths and squares as places for living
- Density of the route network and its facilities, suitability for pedestrian and bicycle traffic
- Suitability of the building development for a mix of use
- Quality of footpaths and cycle tracks, usability, future adaptability and upgradeability
- Safety on footpaths and cycle tracks in terms of accidents, possibilities for children to get around independently
- Possibility to combine various means of transport
- Social safety

### • Infrastructure facilities

- Accessibility of destinations for pedestrians, accessibility of destinations for cyclists
- mix of use, local supply, social infrastructure in villages

### • Public transport system

- Quality of the transport fleet
- Density, location and accessibility of stops and stations
- Accessibility of destinations, possibility of need-oriented selection of destinations, availability of door-to-door connections
- Operating frequency, speeds, travel time, length of trips, suitable connections
- Possibility of combining public with individual traffic
- Clarity of timetables and network
- Pricing and fees
- Participation and involvement of citizens

### • Basic socio-economic conditions

- Distribution of power and room between pedestrians, cyclists, motorised individual traffic and public transport

## Strengths and weaknesses of the local route network

in larger clustered villages with area-wise extension and concentration in the 20<sup>th</sup> and 21<sup>st</sup> century on the example of Tröpolach

Strengths	... are to the benefit of...		
+ good liveability in the village streets	people who spend a lot time in the village	children up to 10 years	♀♀♂♂
+ close-knit footpath network in the local centre		elderly people	♀♀♂♂
+ daily supply infrastructure is accessible for pedestrians, wage-work jobs are partly available in the villages	pedestrians and people who often use the open spaces around streets	people who work in the village (household errands, childcare, agriculture, room letting)	♀♀♂♂
		children	♀♀♂♂
		adults	♀♀♂♂
	elderly people		♀♀♂♂
	residents on village streets	all age groups	♀♀♂♂
Weaknesses	... impair...		
- lack of pavements and safe crossings on main roads	pedestrians	all age groups, especially children teenagers, elderly people	♀♀♂♂
- high traffic volume and speed on main roads	people having apprenticeship places and wage work outside of the village	children older than 10 years and teenagers	♀♀♂♂
- low frequency of the bus service, long distances to the train stations		adults	♀♀♂♂
- distances of approx. 10 km to the region's main town of Hermagor and its infrastructure	people who are responsible for household errands outside the village and for accompanying other persons, for example to attend music and sports classes or visit the doctor	adults elderly children and teenagers	♀♀♂♂ ♀♀♂♂

♀ Women; ♂ Men; ♀♂ A part of the inhabitants, equal partial amount of women and men  
 ♀♀♀♂♂ A part of the inhabitants, women are more concerned, ♀♀♀♂♂ Majority of the inhabitants, equal partial amount of women and men



## 12 Gender-Sensitive Evaluation Instruments for Planning Purposes

### To read on

Frauenbüro MA 57 (Hrsg.): Leitfaden, Gender Mainstreaming, Wien, 2003

Damyanovic, Doris; Schneider, Gerda; Reinwald, Florian: Manual for the input of Gender Mainstreaming examples into the good practice database, University of Natural Resources and Applied Life Sciences, Vienna, 2005  
[www.rali.boku.ac.at/llap.html](http://www.rali.boku.ac.at/llap.html)

Bergmann, Nadia.; Pimminger, Irene: Toolbox Gender Mainstreaming, GeM-Koordinationsstelle für Gender Mainstreaming im ESF (Hrsg.), Wien 2001

### The aim is

to analyse projects of planning, processes and proceedings in order to make their effects on women and men visible and to formulate measures.

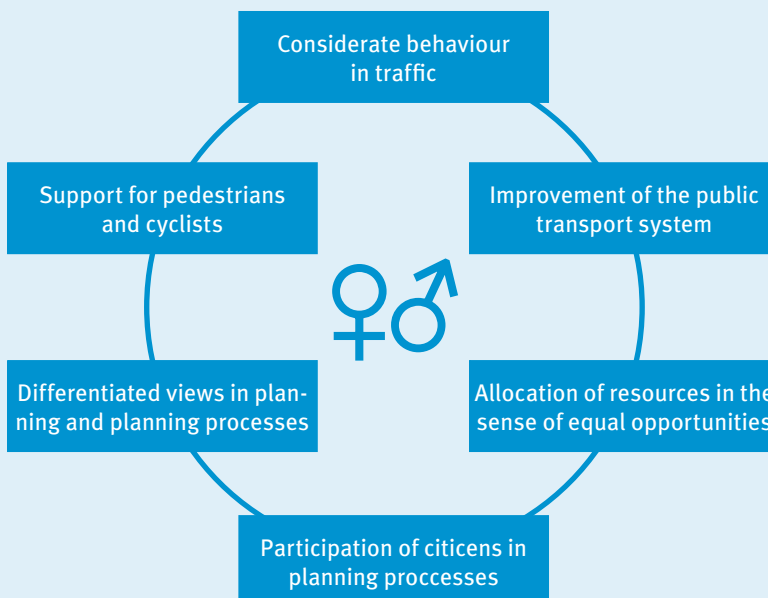
### Strategy

Instruments for gender analysis represent an important contribution to the implementation of gender mainstreaming in all fields. Such instruments have process characteristics. Gender-sensitive evaluation methods for spatial planning are, for example, the „5R+1E Method“ according to GPA Frauen, 2002, the „Drei Phasen Prüfung“, as proposed by Wotha, 2000, the „GeM-Spirale“ of GeM Koordinationsstelle, 2001, etc.

These evaluation models share the principle of evaluating contents, basic conditions, aims and measures regarding the relation between women and men, and of formulating recommendations which name inequalities and aim at establishing equal opportunities. The evaluation step serves the purposes of progress monitoring and quality assurance, particularly with regard to whether or not the measures support equal opportunities for women and men. This method can also be used in the context of a workshop. However, the participants should be thoroughly familiar with the topic.

### Please note:

It is crucial to formulate differentiating questions for analysis and measures for implementation. When organising workshops, the questions should be pre-formulated. The method supports systematic preparation and reflection, e.g. in workshops, of the planning project or planning measure under analysis. These methods require sufficient information on the planning project in question plus experienced protagonists. It is recommended to consult experts with gender experience for the implementation steps.



Measures for the implementation of the equal opportunities for women and men in the rural area

# The 5R+1E Method as Exemplified by the Public Transport System in the Municipality of Hermagor Pressegger See, Elaborated in the Expert Workshops

## The 1<sup>st</sup> R stands for Representation

- Which users does the service of the public transport system (bus, railway) in Hermagor-Pressegger See support? How many women and how many men relative to their life phase and situation?
- Who is involved in planning the public transport system on municipal, regional and federal-state level? How many women, how many men?

The offer of the public transport system (busses, trains) supports children, girls and boys alike, who go to school in the morning and back home at noon, fully-employed commuters with normal working hours (clearly more men). The public transport service is less suitable for children, girls and boys alike, who want to get around in the afternoon and in their spare time. This holds also true for persons with special needs and for women - partly also for men - who are responsible for household supply task, accompanying children and elderly people. The Carinthian Linked Transport System, the Mobility Office and Department 7 – Traffic Planning Division are the main actors in planning the public transport system. Only men are involved.

## The 2<sup>nd</sup> R stands for Resources (money, time and room)

- How is the public transport system financed?
- Which everyday-life schedule is the point of reference of the public transport system? Who benefits, who does not?

40 % of the costs of the public transport system are covered by its yield, the remaining 60 % are financed by municipal, federal-state and national funds. Currently, busses and trains are mainly attuned to persons with regular working hours and workflows. The partly missing coordination with more complex daily routines leads to a degradation of the mobility conditions of women and also of men with household-related obligations. Additionally, it is difficult for children, girls, elderly people and people with special needs, who are dependent on the assistance of other persons, to get around independently. Therefore, mainly women who are traditionally responsible for family work and accompanying trips are disadvantaged.

## The 3<sup>rd</sup> R stands for Rights (legal framework)

- Which basic legal conditions were considered when planning the public transport system, which were not?
- Which planning concepts are available? What was implemented?

The Anti-Trust Act, the Public Transport Act and the Carinthian Regional Planning Act were considered. The most important concept is the overall Carinthian traffic concept. Establishing the Carinthian Linked Transport System and setting up the Mobility Office in Hermagor were important steps for the continuity of the public transport system in the region. The implementation of gender mainstreaming as a transversal subject has not yet found consideration.

## The 4<sup>th</sup> R stands for Reality (social standards, value attitudes as well as planning guidelines)

- Which overall concepts in planning create inequalities between women and men?
- Which social standards and value attitudes are behind them?

Traditional traffic planning concepts are governed by considerations related to motorised individual traffic, promoting the investment in road construction. Women and men who do not have a car are therefore disadvantaged. Planning and implementation implicitly contribute to the social devaluation of unpaid work (family work, reproduction work) versus paid work (gainful employment). As women are mainly responsible for family work, they are permanently devalued.

## The 5<sup>th</sup> R stands for Results (measures and implementation)

- Which measures should be set in order to improve equal opportunities for women and men?

In order to reach equal opportunities for women and men, the public transport system has to adapt to the requirements of mobility in everyday life (more flexible services, e.g. on-call buses, on-call taxi cabs, integration of all parts of the village). Another aim is to increasingly anchor the everyday usability of public means of transport in the minds of women and men. Raising increased awareness of stakeholders and planning experts for the implementation of gender mainstreaming in planning and implementation is very important (e.g. in the overall Carinthian traffic concept).

## E stands for Evaluation

- Which measures have been accomplished or implemented so far in order to improve equal opportunities for women and men?

In the context of the project „Women and Men on the Move“, various activities to raise awareness (workshops, campaigns, public relations) were carried out to set further steps for the population, for those responsible for planning and for decision-makers. The aims and measures for implementing gender mainstreaming were discussed in cooperation with the specialised divisions in charge.



## 13 Elaborating Packages of Gender-Fair Measures

### The aim is

to develop planning projects and concepts which improve the mobility conditions of women and men and which point out the impact of already formulated measures on mobility conditions for different population groups.

### Strategy

For the formulation of aims it necessary to name the group whose mobility conditions are to be improved. The aims are evaluated on the basis of following questions:

- Which different contexts of life do the formulated aims support?
- Which groups of people will benefit from the improved mobility conditions? Do the aims rather support women or men?

During the formulation of the measures, the achievement of the objectives will be assessed: the aim is to formulate measures which support discriminated groups and promote equal opportunities in mobility.

- Which effects on the everyday life of women, men, children, elderly people and people with special needs are expected?
- Do they match the aims?
- Do the measures support discriminated groups of people?

### Please note:

The different target groups must be identified as precisely as possible. Only this way is it possible to examine the attainment of the aims in a later stage.

Indicators for the implementation must also be identified.



**Hannes Kandol**  
Town Councillor  
Hermagor-Pressegger See

Of course I will take very seriously all shortcomings that have been identified and all wishes that have been voiced by the citizens of Hermagor and implement them in line with the financial circumstances. Here, I refer to improved cycle tracks, footpaths, hiking trails, etc. It goes without saying that I will base my work upon the materials prepared and brought forward which provide guidance for project-related decisions. However, I am also well aware that the financial means of the federal state of Carinthia and of the municipality are very limited. Nevertheless, I will base my orientation on the concepts that have been worked out and put my efforts into their implementation.



Local route network in Tröpolach - recommendations for measures



## Recommendations for measures for route networks in municipalities and cities

Example: rural development structures in larger clustered villages with extensive extension and concentration in the 20.<sup>th</sup>/21.<sup>st</sup> Century

Points of contact for planning	Aims	Supports the everyday life of	Concerns
<ul style="list-style-type: none"> <li>• Parcelling</li> <li>• Infrastructure developing</li> <li>• Building structures</li> <li>• Type of building development</li> <li>• Street construction</li> <li>• Traffic regulation</li> <li>• Mixture of use (instead of spatial functionalization)</li> <li>• Regional development</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance of the residence quality and security of the streets in the village centres</li> <li>• Improvement of the residence quality and security in main through-roads and streets in the residential areas</li> <li>• Maintenance of the short ways in the village</li> <li>• Village extension and - concentration, which guarantees short ways and open spaces of roads with a good quality</li> <li>• Promotion of local economy and local infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Elementary schoolchildren</li> <li>• Adults, who work in the village (in the agriculture, room letting, in the tourism)</li> <li>• People with care obligations</li> <li>• People who are in charge of household-related errands</li> <li>• People, who spend a lot of time in the villages, immobile and less mobile inhabitants: elderly people, adults, children</li> <li>• People with special needs</li> </ul>	<ul style="list-style-type: none"> <li>• ♀♀♂♂</li> <li>• ♀♀♂</li> <li>• ♀♀♂</li> <li>• ♀♀♂</li> <li>• ♀♀♂</li> <li>• ♀♀♂</li> <li>• ♀♂</li> </ul>

♀ Women; ♂ Men; ♀♂ A part of the inhabitants, equal partial amount of women and men

♀♀♂♂ A part of the inhabitants, women are more concerned, ♀♀♂♂ Majority of the inhabitants, equal partial amount of women and men

Planning principles for municipalities	Measures for the example Tröpolach	Priority	Points of contact for the implementation
<ul style="list-style-type: none"> <li>• Top Speed 30 km/h in the local area except on federal highways</li> </ul>	<ul style="list-style-type: none"> <li>• Top Speed 30 km/h in the entire local area</li> </ul>	•••	<ul style="list-style-type: none"> <li>• Integration of GM criteria during the revision of the local development concept</li> <li>• Evaluation of the land use plan and the binding area zoning plan according to gender criteria</li> <li>• Integration of GM criteria and methods in the evaluation of the Carinthian overall traffic concept</li> <li>• Revision and evaluation of supra-local area planning programs and overall concepts for spatial development</li> </ul>
<ul style="list-style-type: none"> <li>• Preserve or re-establish the zoning in the streets of the village centres: Organisation in forecourts and street places by the use of different surface organization</li> </ul>	<ul style="list-style-type: none"> <li>• Preserve the zoning in the streets of the village centres (differentiate surface organization of forecourts and lanes)</li> </ul>	•••	
<ul style="list-style-type: none"> <li>• Reduce the speed in main through-roads, widen or build pavements, narrow lanes, create sufficient and safe pedestrian links</li> <li>• Connection of the cycle tracks with the railway stations</li> </ul>	<ul style="list-style-type: none"> <li>• Main through-road direction Rattendorf: Reorganization in case of surface repairs or while rebuilding</li> <li>• Transformation of the Nassfeldstraße after the building of the local by-pass street</li> <li>• Cycle track on the federal state street B111 starting from the crossing direction Rattendorf with a connection to the Gailtalradweg (cycle track) and the railway station</li> <li>• Create a cycle track connection over the river Gail to the railway station</li> </ul>	••• •• ••• •••	
<ul style="list-style-type: none"> <li>• Complete and concentrate the route network in existing extension areas as well as if the uses of a farm plot changes</li> </ul>	<ul style="list-style-type: none"> <li>• Street development as mentioned in the local development concept within the settlement area east of the Nassfeldstraße</li> <li>• Buy the parcels between the plots and the street in the village centre or safe the rights of use (connection street in the village and school)</li> <li>• Establish a street in the north of the federal street B111: buy the parcels or save the rights of use</li> </ul>	••• •• ••	
<ul style="list-style-type: none"> <li>• New extensions according to the principles: Orientation of the houses towards the roads, network of streets like a grid, rectangular plot forms</li> <li>• Promote local supply and municipalities' initiatives</li> </ul>	<ul style="list-style-type: none"> <li>• Binding area zoning plan and development concept for extension areas as intended in the local development concept and in the land use plan</li> </ul>	•••	

••• first priority, implement as soon as possible (e.g. renewals of road installations, before selling a parcel)

•• second priority, implementation within 5 years · third priority, implementation within 10 years

## Contact addresses

### drinnen•draussen

DI<sup>in</sup> Doris Damyhanovic  
Technisches Büro für Landschaftsplanung  
Hormayrgasse 29/1  
1170 Wien  
Watschig 13  
9631 Tröpolach  
Tel.: +43(0) 664/21 31 737  
e-mail: d.d@utanet.at  
www.drinnen.draussen.at  
www.unterwegs.cc

DI<sup>in</sup> (FH) Architektur Elisabeth Schwendner  
Watschig 13  
9631 Tröpolach  
Tel.: +43(0) 4285/ 72 71 5  
e-mail: e.schwendner@draussen.at  
www.drinnen.draussen.at

**Universität für Bodenkultur Wien,  
Department für Raum, Landschaft und Infrastruktur,  
Institut für Landschaftsplanung**  
Univ. Prof. Dr.-Ing<sup>in</sup> Gerda Schneider  
Univ.Ass. DI<sup>in</sup> Doris Damyhanovic  
Peter-Jordan-Straße 82  
1190 Wien  
Tel.: +43(0) 1/476 54-72 55  
Fax: +43(0) 1/476 54-72 59  
e-mail: doris.damyhanovic@boku.ac.at  
www.rali.boku.ac.at/llap.html

**Amt der Kärntner Landesregierung  
Abteilung 20 – Landesplanung**  
DI Christian Seidenberger  
Sachgebietsleiter Überörtliche Raumplanung  
Wulfengasse 13–15  
9021 Klagenfurt  
Tel.: +43 (0)5 0536/320 21  
Fax: +43 (0)5 0536/320 07  
e-mail: christian.seidenberger@ktn.gv.at

**Amt der Kärntner Landesregierung  
Abteilung 13 – Referat für Frauen und  
Gleichbehandlung**  
Helga Grafschaffter  
Referatsleiterin  
8.-Mai-Straße 18/III  
9020 Klagenfurt  
Tel.: +43(0) 5 0536/313 30  
Fax: +43(0) 5 0536/313 81  
e-mail: frauen@ktn.gv.at  
www.frauen.ktn.gv.at

**Amt der Kärntner Landesregierung  
Abteilung 7 – Wirtschaftsrecht und Infrastruktur  
Unterabteilung Verkehrsplanung**  
DI Hans Schuschnig  
Unterabteilungsleiter – Öffentlicher Personennahverkehr  
Ing. Helfried Sila  
Sachgebietsleiter – Verkehrswegeplanung  
Mießtaler Straße 3  
9021 Klagenfurt  
Tel.: +43(0) 463/536 30745  
Fax: +43(0) 463/536 30770  
e-mail: hans.schuschnig@ktn.gv.at,  
helfried.sila@ktn.gv.at

**Kärntner Verwaltungsakademie**  
Dr. Simon Korenjak  
Leiter  
Burggasse 14/4, 9021 Klagenfurt  
Tel.: +43(0) 5 0536/22871  
Fax: +43(0) 5 0536/228 70  
e-mail: kvak@ktn.gv.at  
www.verwaltungsakademie.ktn.gv.at

**Verkehrsverbund Kärntnen – Kärntner Linien**  
DI Christian Heschtera  
Geschäftsführer  
Walter von der Vogelweide Platz 4  
9020 Klagenfurt  
Tel.: +43(0) 463/50 08 30  
Fax: +43(0) 463/546 18-30  
e-mail: kundendienst@kaerntner-linien.at  
www.kaerntner-linien.at

**Gemeinde Hermagor-Pressegger See Baubehörde**  
Gerhard Bischof  
Bauamtsleiter  
Wulfeniaplatz 1  
9620 Hermagor-Pressegger See  
Tel.: +43(0) 4282-23 33-41  
Fax: +43(0) 4282-23 33-39  
e-mail: gerhard.bischof@ktn.gde.at

## Links

www.gem.or.at  
Koordinationsstelle für Gender Mainstreaming im ESF  
www.imag-gendermainstreaming.at  
www.unterwegs.cc  
www.genderalp.com  
www.drinnen.draussen.at  
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