

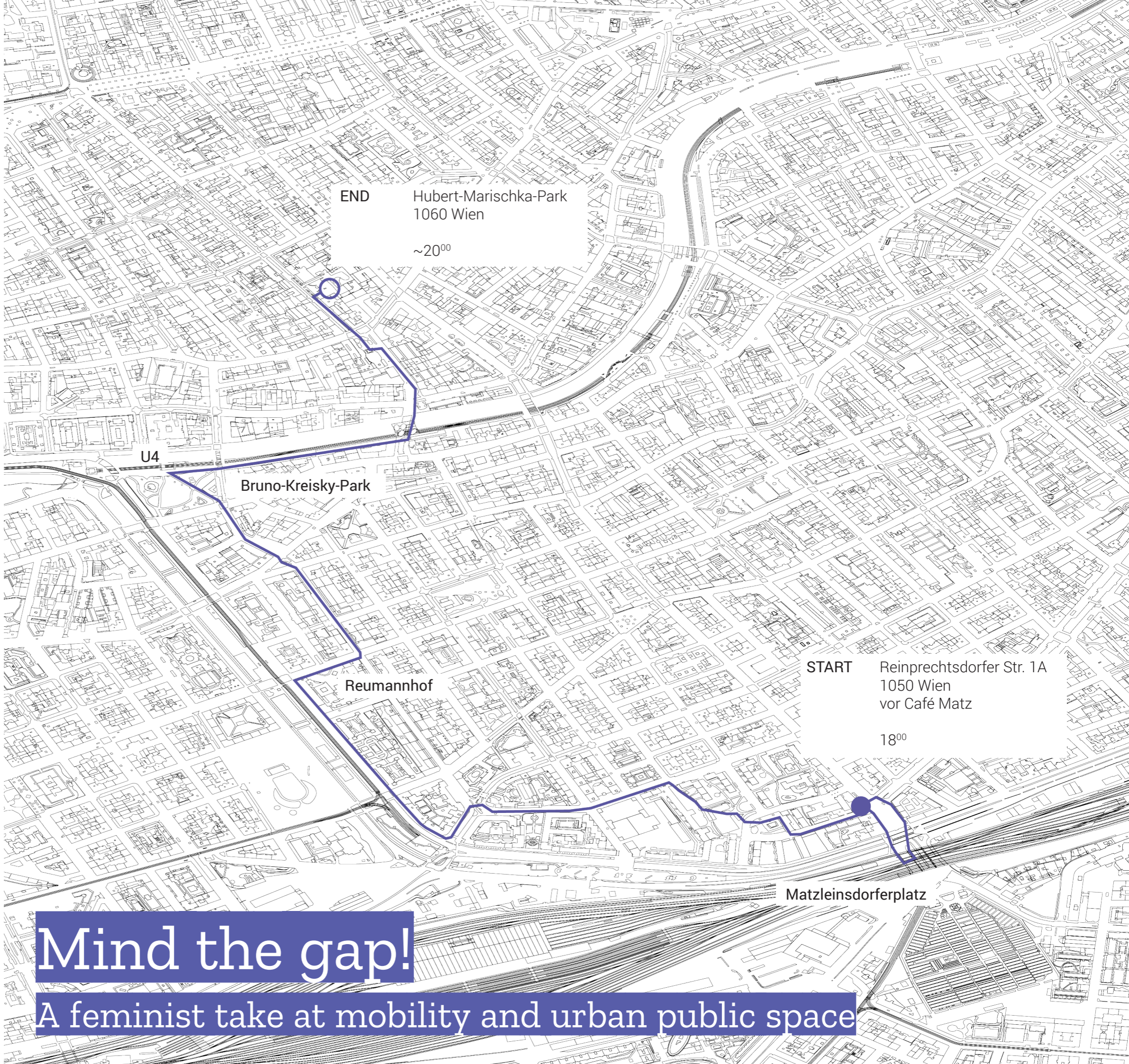
Globally, women use public transport more often and walk more than men. [1] In a mobility survey (2010–2014) 40% of women in Vienna said they used public transport, compared to 36% of men. Motorised private transport is used by 25% of women and 33% of men – 30% of women and 25% of men walk by foot. [2]

Next to children, adolescents and elders, women are the main users of public transport in Vienna. Cars, including streets and parking spaces, take up around 65% of the city-area, but are not used about 98% of the time.

There are also different reasons for moving around: In most cases women still bring children to school or kindergarten, look after those in need of care and relatives, and „do some quick shopping“ along the way.

Even if women in Vienna generally feel safe on the streets and in public transport in comparison to other cities, a study by the BOKU University showed that 53% of women (over 18 years of age) experienced unpleasant situations and sexual harassment when walking in the city. 39% of those surveyed were confronted with these situations on metros, buses, trams or trains. According to the study, the safest mode of transport for women are bicycles and taxis (1% each). [3]

[1] Caroline Criado-Perez, *Invisible Women – Data Bias in a World Designed for Men*, 2019  
[2] Study „Zu Fuß“ gehen in Wien“, Omnirend GmbH (Jochen Heller und Regina Schreiner), für die Magistratsabteilung 18 - Stadtentwicklung und Stadtplanung Stadt Wien, 2015, <https://www.wien.gv.at/stadtentwicklung/studien/pdf/b008453a.pdf>  
[3] Geschlechtssensible Verkehrsplanung, Stadt Wien, <https://www.wien.gv.at/stadtentwicklung/alltagundfrauen/pdf/verkehr-la.pdf>



**Mind the gap!**  
A feminist take at mobility and urban public space

## How are our cities sexist? Envisioning the city from the perspective of the flâneuse

In 2021 we celebrate 100 years of admission of women at the Academy of Fine Arts Vienna. This accomplishment of equality should not stop at the boundaries of our institutions. Does this important step towards equality in architecture also manifest in the urban space of Vienna? Where can we find gender-biased implications within the built environment?

Through a series of guided tours, Stadtpaziergänge, we will explore our city from a feminist perspective, stepping into the role of the flâneuse<sup>[1]</sup>. In this regard it helps us extend our understanding of the urban domain and its tension between city-as-barrier and city-as-possibility<sup>[2]</sup>. The program explores themes ranging from mobility, security, public space, to housing, work and consumption, and how these are linked to inclusive planning and gender equitable cities. We will be accompanied by experts during these walks through the city and maintain discussions with the participants – the flâneuses.

What does lighting mean in planning gender equal cities? Why is expanding pedestrian ways and cycle lanes a feminist planning tool? How can equal access to public toilets for women\* be ensured?

[1] flâneuse: from the French verb flâner, the flâneur is 'one who wanders aimlessly' (Wiktionary), 'not doing anything in particular but watching people and society' (Cambridge Dictionary) and was used as a gendered noun.

[2] Kern, Leslie. Feminist city. London: Verso Books, 2019.

02.06.2021 / 18<sup>00</sup> / Sabina Riß

Mind the gap! -  
A feminist take at mobility and urban public space  
Matzleinsdorferplatz, 5th district - 6th district

05.06.2021 / 16<sup>00</sup> / Carla Schwaderer

Feminist Publicness -  
Accessibility and usage of public space  
Per-Albin-Hansson-Siedlung, 10th district

26.06.2021 / 15<sup>00</sup> / Sabine Pollak

A room for one's own -  
Urban Planning through the female lens  
Sonnwendviertel, 10th district

