

# Mobility from gender perspective – the contribution of mobility surveys



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# Outline of the problem – background I



- ▶▶ Mobility and transport behaviour are embedded in the existing social structures and gender relations of our society
  
- ▶▶ Taking the gender perspective into consideration in mobility research means:
  - ▶▶ Discussing gender relations (through specific data collection and data analysis and evaluation)
  
  - ▶▶ Exchange of views and focusing on different living situations, lifestyles and strategies for coping with everyday life, which are no longer tied exclusively to biological sex or traditional gender roles

## Outline of the problem – background II



- ▶▶ Biological sex is broached as a matter of course in all major studies as well as in municipal mobility surveys, as are gender aspects have been given only insufficient consideration in analyses, evaluations and publications
- ▶▶ A successful implementation of gender mainstreaming in the transport sector is a quality feature of planning and policy and indispensable for the development of more concrete approaches

# Gender



- ▶▶ Gender doesn't mean looking at "women" or "men" stereotypically, but considering people in terms of their difference and diversity
- ▶▶ Through the use of the concept "gender", the sexes and their relations are brought more into the foreground
- ▶▶ The social differences or roles that men and women have in our society depending on their social situation or their role are described

# The term gender

## **The term gender...**

...refers to the economic, social and cultural attributes and opportunities associated with being male or female.

In nearly all societies men and women differ in respect to their activities, access to and control of resources, and participation in decision-making processes.

The definition of gender – what it means to be male or female – varies between cultures and changes over time

*(Source: EU Guide on Gender Mainstreaming 2005 / EQUAL Programme)*

# Nationwide survey on mobility behaviour - „Mobility in Germany - MiD“



- ▶▶ Nationwide survey on mobility behaviour in about 25.000 households
- ▶▶ Client: Federal Ministry of Transport, Building and Urban Development (BMVBS)
- ▶▶ Conducted for the first time in 2002 and repeated in 2008 – related survey in 1976 / 1982 and 1989 under the Continuous Survey on Mobility Behaviour (known by the German acronym KONTIV)
- ▶▶ Data as a basis for traffic planning in Germany and for scientific research
- ▶▶ Aquisition of external activity of complete households, including children up from 0 years old
- ▶▶ Key date survey during a complete calendar year

# Differences in traffic behaviour - Some results from the survey „Mobility in Germany“



- ▶▶ In regard to differences in life situations of women and men, of ethnical groups, of origin and socialisation a tendency to adjustment is recognisable
- ▶▶ Women are still structurally disadvantaged in many fields (conditions of employment, income, wealth...)
- ▶▶ Independent of employment status, mainly women are responsible for the main part of work of reproduction (education and raising of children, caretaking of older relatives...)

# Differences in traffic behaviour - Some results from the survey „Mobility in Germany“II



- ▶▶ Women travel additional routes and are mobile in a different way than men
- ▶▶ An increase in women's employment – particularly of mothers – does not result in equality between genders but it leads to a double burden of women whereas conditions for men stay the same
- ▶▶ Up to the age of 30 there are no significant differences – independent of life situation, taking only gender in account

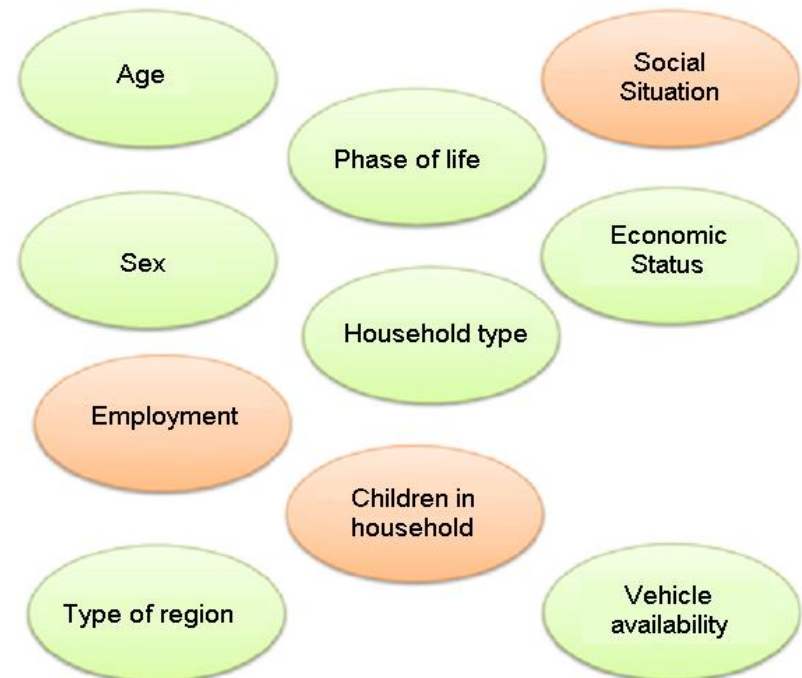


# Indicators for the formation of the reference groups

- **Reference groups „People in specific situations of life“**

- Single parents (1 adult and at least 1 child under 18)
- Single-person households (people aged up to 64)
- Family households (2 adults and at least 1 child under 18)
- Elderly people (aged 65 and over)

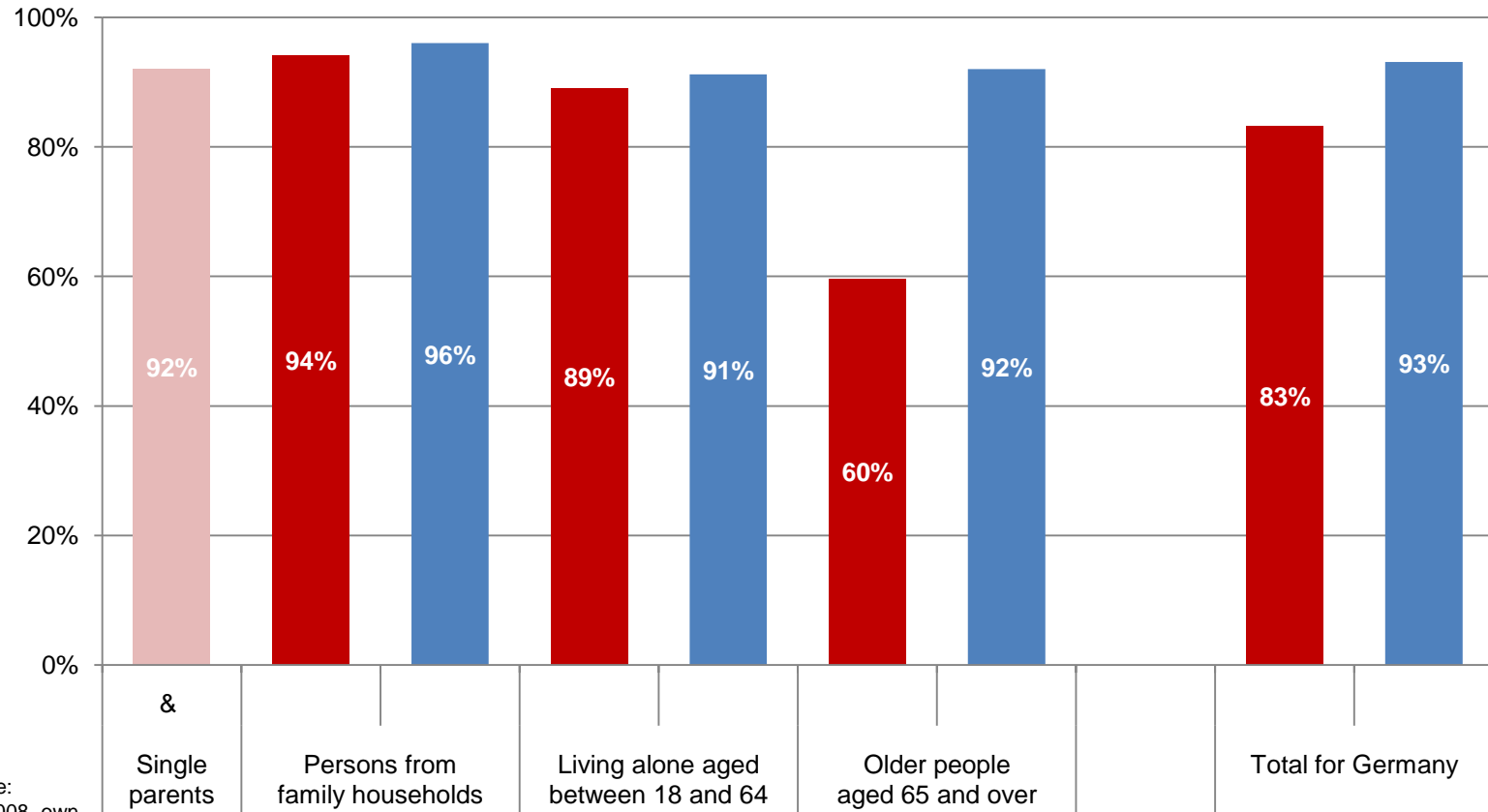
- Children and young people
- people with a migrant background
- persons with reduced mobility



→ The observations are each time differentiated by gender

# Selected findings: Driving license possession

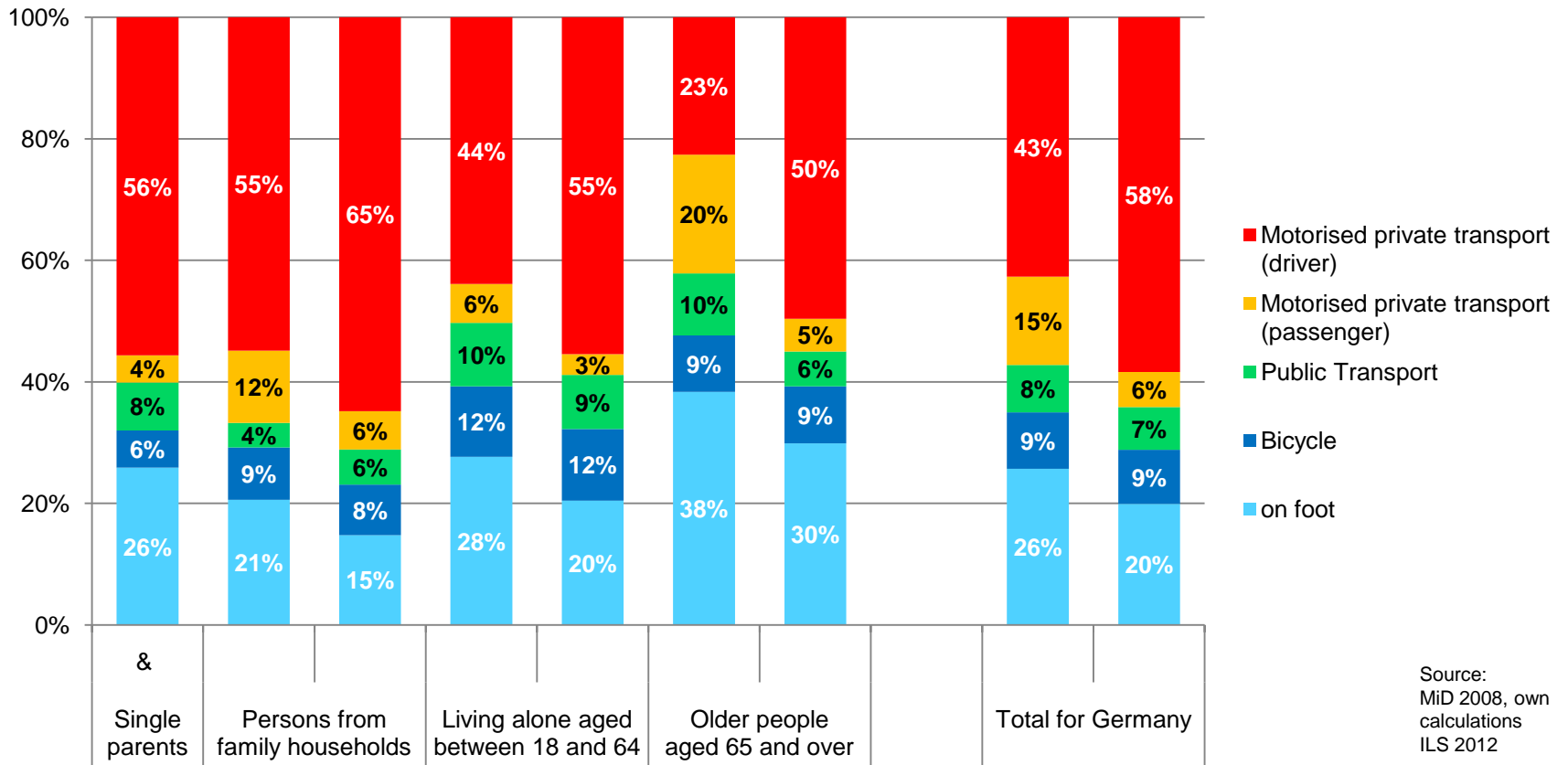
## Driving licence possession by gender group



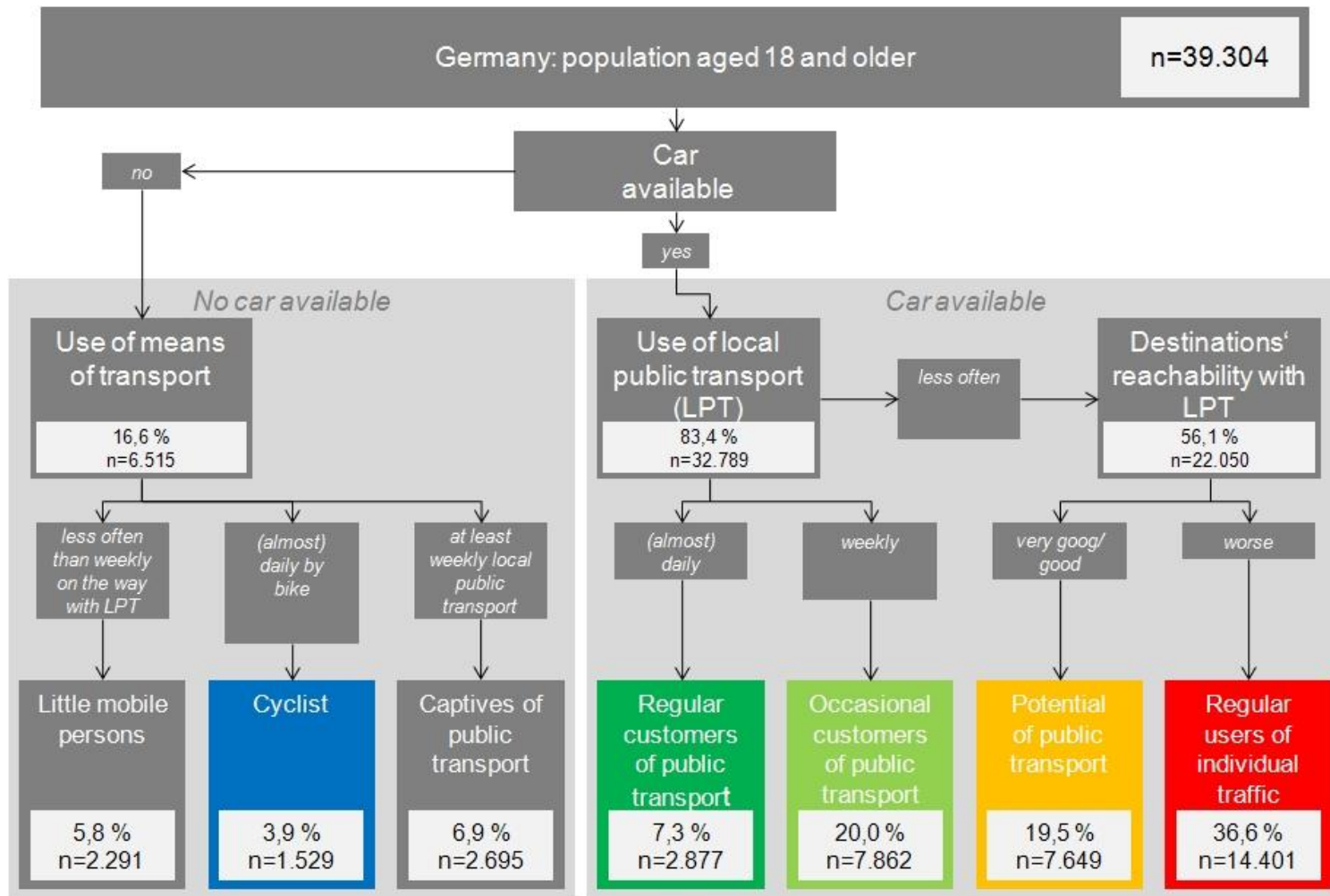
Source:  
MiD 2008, own  
calculations  
ILS 2012

# Selected findings: Modal split

Modal split by gender group



# User segmentation



Source:  
MiD 2008, own  
calculations  
ILS 2012

# User segmentation I



## ▶▶ Little mobile persons:

- ▶▶ 78 % are women, Ø 65 years old,
- ▶▶ 81 % older people (65 and over), among them 85 % women

## ▶▶ Cyclists:

- ▶▶ 64 % are women, 38 % are employed, among them 57 % women
- ▶▶ 45 % are living alone aged between 18 and 64, in this group balanced percentage of sexes

## ▶▶ Captives of public transport:

- ▶▶ 70 % are women, 31 % are employed, among them 61 % women
- ▶▶ 54 % are older people (65 and over), among this group 81 % women

# User segmentation II



## ▶▶ Regular customers of public transport:

- ▶▶ 64 % are employed, among them 47 % women; Ø 40 years old, youngest user segment
- ▶▶ 41 % are persons from family households, 42 % are living alone aged between 18 and 64, among the groups balanced percentage of sexes

## ▶▶ Occasional customers of public transport:

- ▶▶ Ø 52 years old, balanced percentage of sexes
- ▶▶ 38 % are older people (65 and over), among them balanced percentage of sexes

## ▶▶ Potential of public transport:

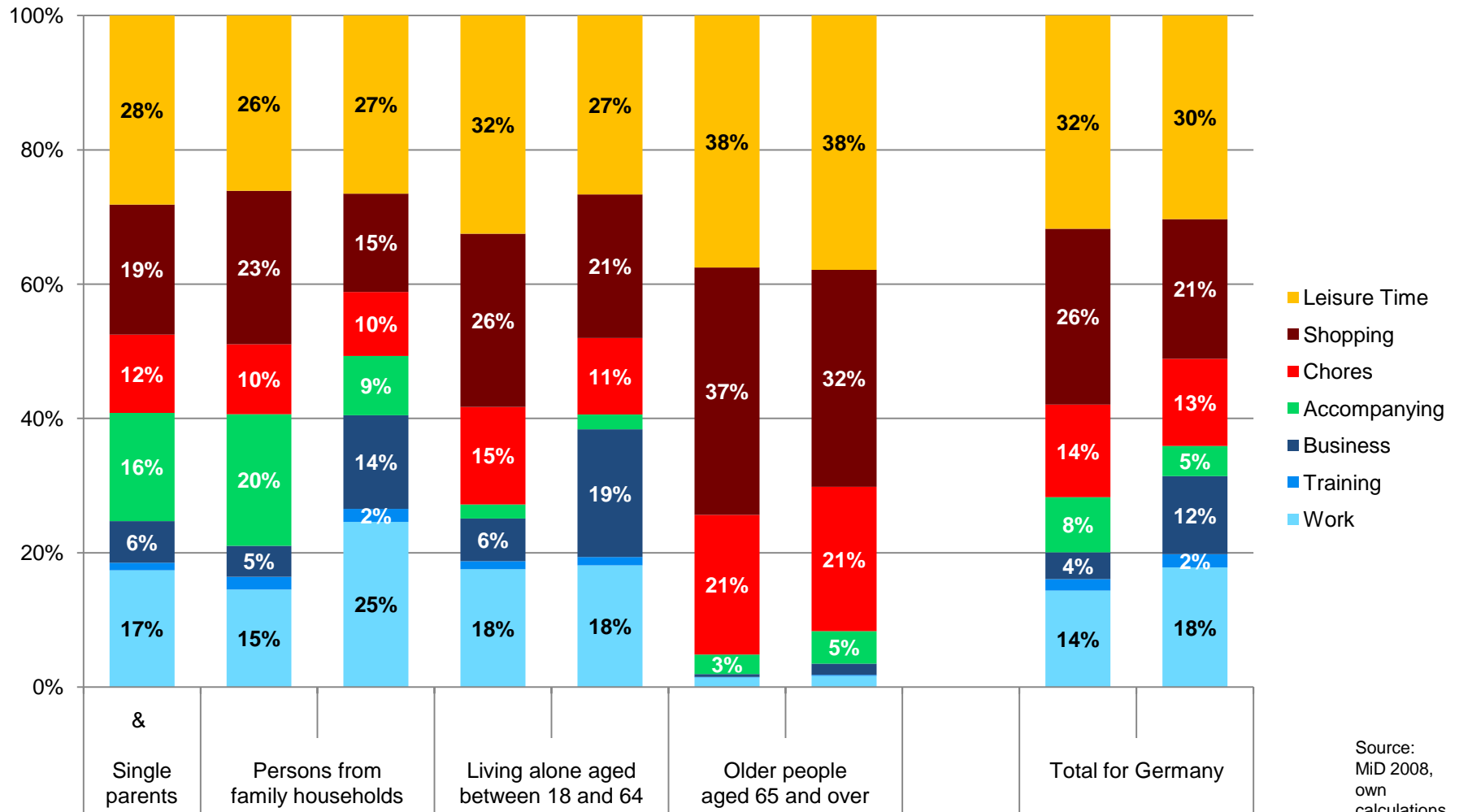
- ▶▶ balanced percentage of sexes, 65 % are employed, among them 48 % women
- ▶▶ 39 % are persons from family households, among them 57 % women

## ▶▶ Regular users of individual traffic:

- ▶▶ balanced percentage of sexes, 57 % are employed, among them 48 % women
- ▶▶ 40 % are persons from family households, among them 61 % women; 34 % are older people (65 and over), among them 40 % women

# Selected findings: Mobility purpose

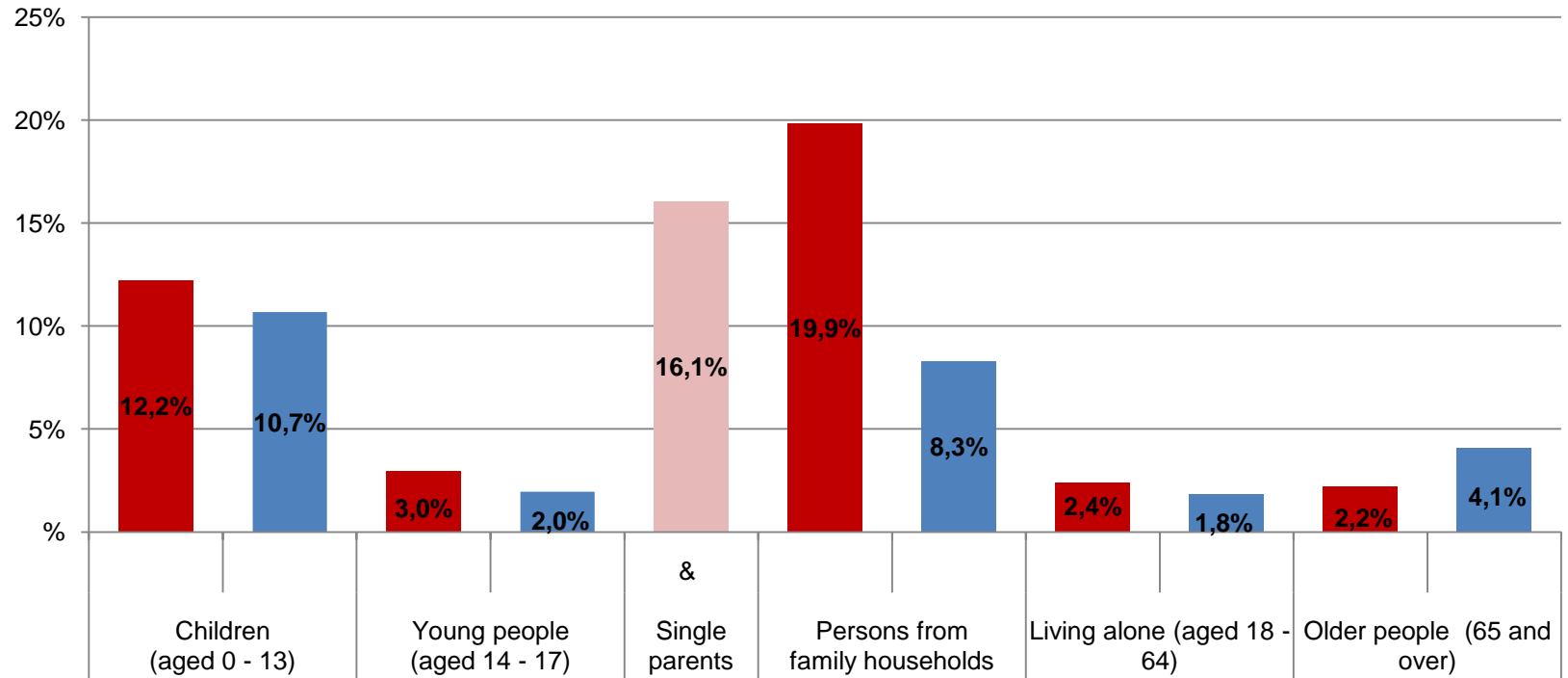
## Mobility purposes by gender group



Source:  
MiD 2008,  
own  
calculations  
ILS 2012

# Selected findings: Accompanying trips

## Proportion of accompanying trips in all mobility

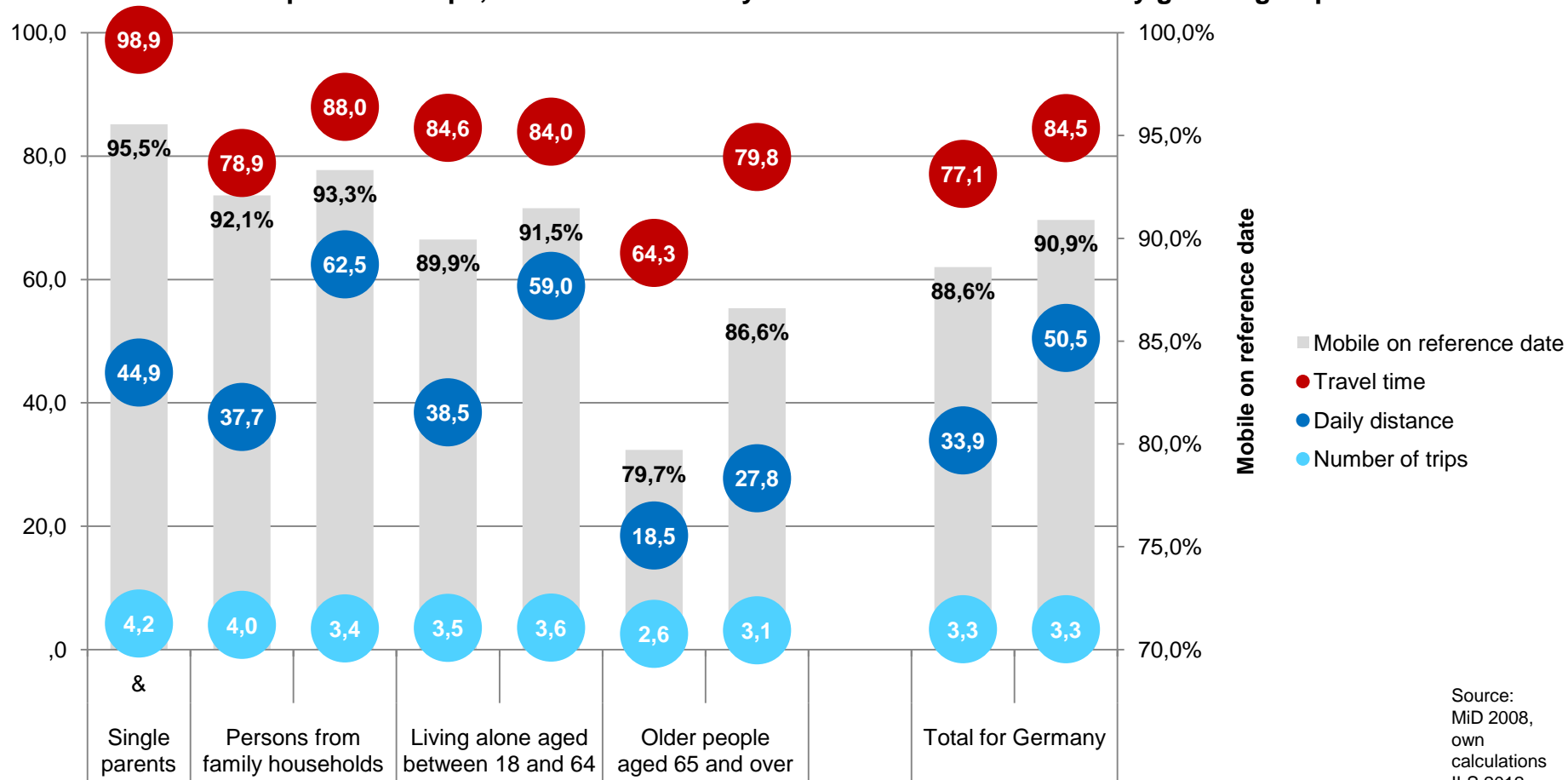


Source:  
MiD 2008, own  
calculations  
ILS 2012



# Selected findings: Proportion of trips, travel time and daily distance

Proportion of trips, travel time and daily distance on reference date by gender group



Source:  
MiD 2008,  
own  
calculations  
ILS 2012

# Conclusion I



- ▶▶ There are differences in mobility premises and mobility behaviour between women and men
- ▶▶ Gender aspects are taken into account but in analyses and publications they are only brought up to a small extent
- ▶▶ Raw data provides opportunities → Analyses usually are focused on men (e.g. focus on employment)
- ▶▶ Modification and extension of the traditional data collection design are needed

## Conclusion II



- ▶▶ Adding ethnical background to the observation as well
- ▶▶ Linking of data to other surveys and additional qualitative research is needed
- ▶▶ Carrying out basic analyses according to gender aspects
- ▶▶ Giving clues for praxis-oriented users
- ▶▶ → Using gender-differentiated data for gendermonitoring – also in planning practice

# Thank you for your attention



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