How Is Mobility Behaviour Affected by a Migrant Background?

Kerstin Suhl, Janina Welsch, Ulrike Reutter

ILS – Institut für Landes- und Stadtentwicklungsforschung gGmbH

Overview

- Study details and sample description

- Findings

- Conclusion

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Study details

- **Background**

  Demographic change

  No consideration of national/ethnic background in transport research

  Initial indications of cultural/ethnic influence on mobility behaviour

- **Project objectives**

  Broaden the empirical data basis

  Ascertain reasons for differences in mobility behaviour

- **Method**

  Pilot study (in cooperation with ivm GmbH and City of Offenbach)

 Nearly 2000 quantitative interviews (four languages)

Migration background

32.2 %

34.8 %

33.0 %

■ Without a migration background
(n=666)

■ Turkish migration background
(n=631)

■ Other migration background
(n=617)
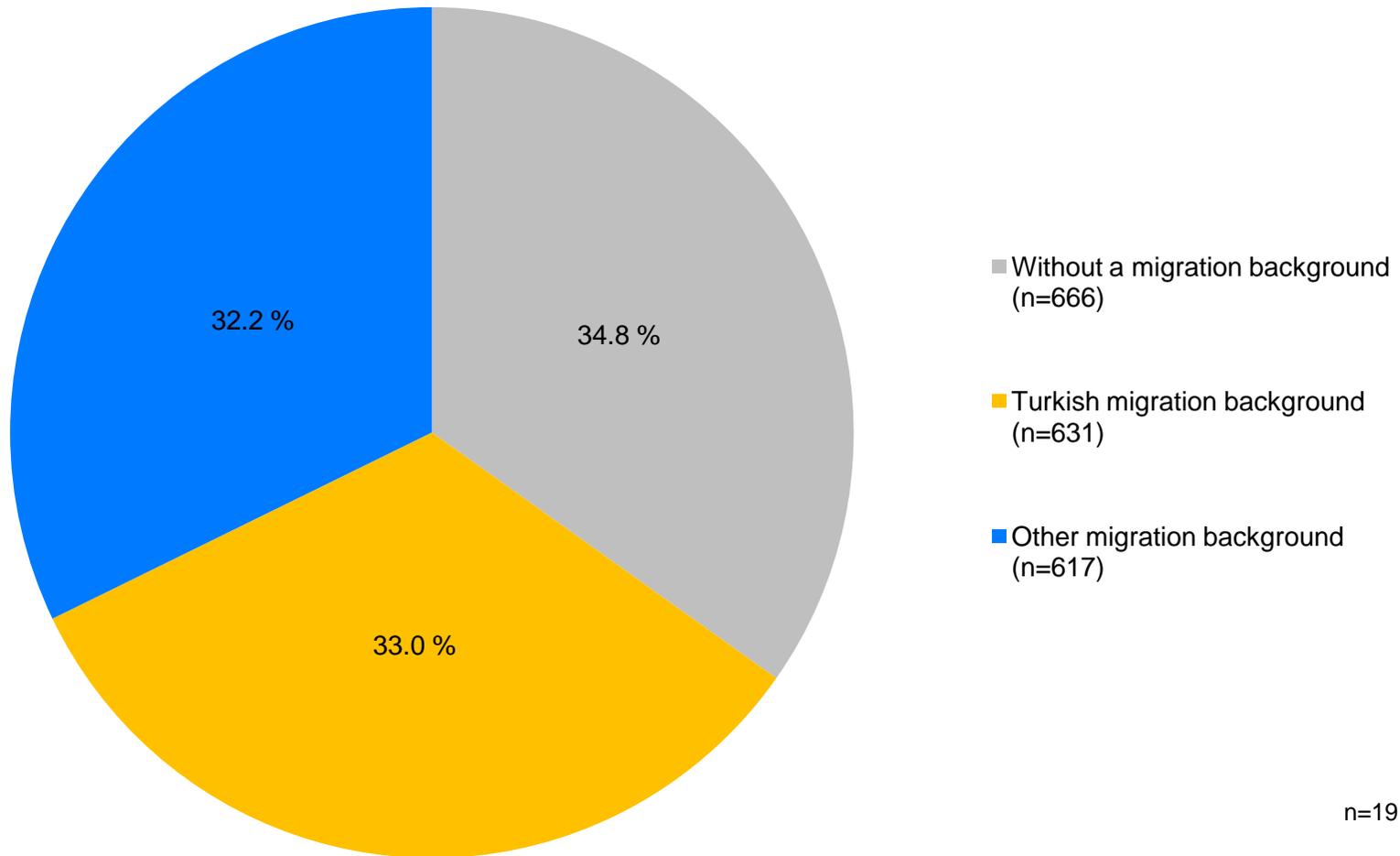
n=1914

Migration background

	Without a migration background	Turkish migration background	Other migration background	Total sample
Average age in years (participant age: 18 and above)	59	43	45	49
Average household size	2.0	3.2	2.9	27
Percentage of households with children under the age of 18	28.8	55.3	47.9	45.3

Driving licence ownership by migration background and gender

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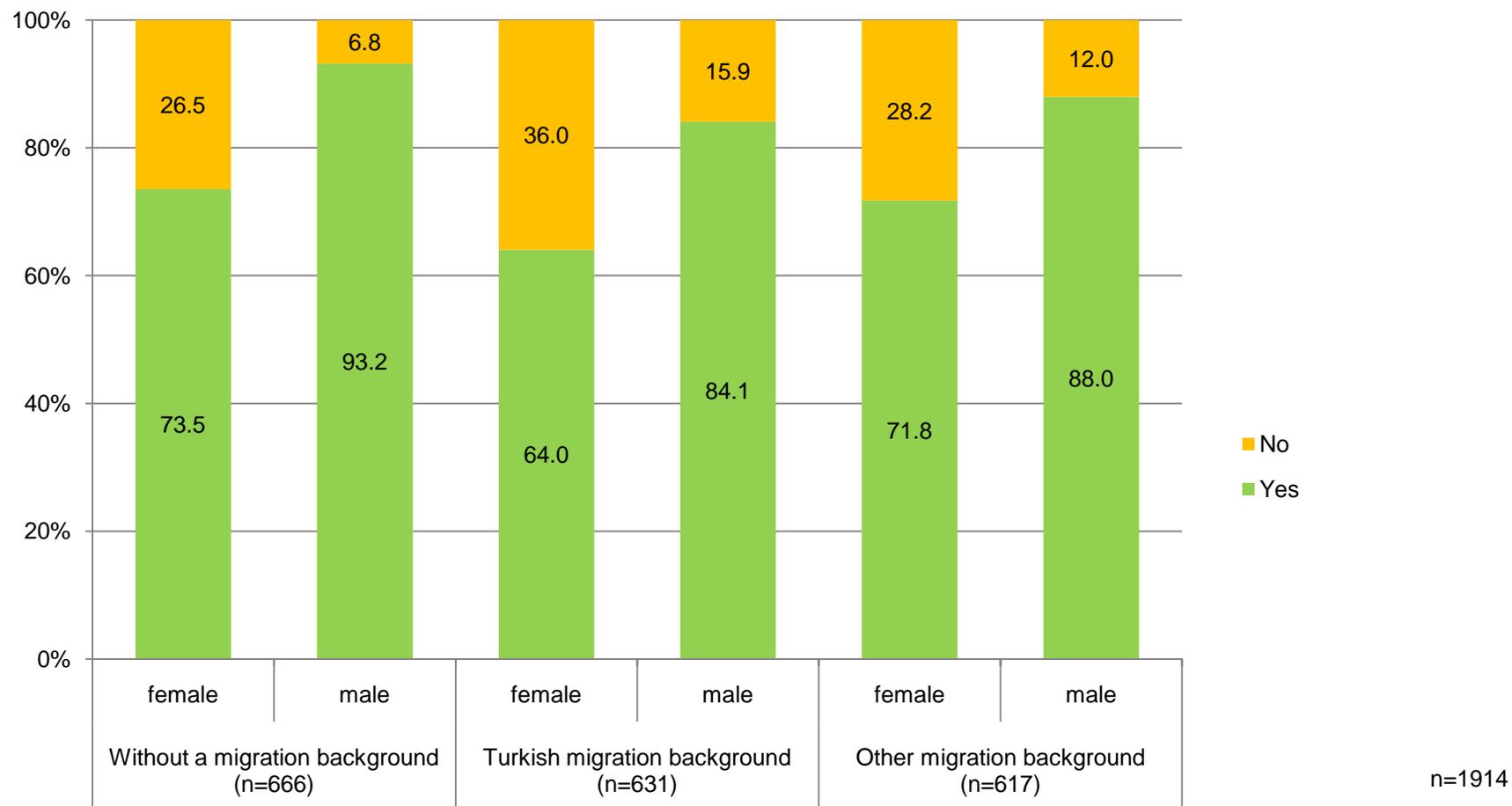
Car use (as driver) by migration background and gender
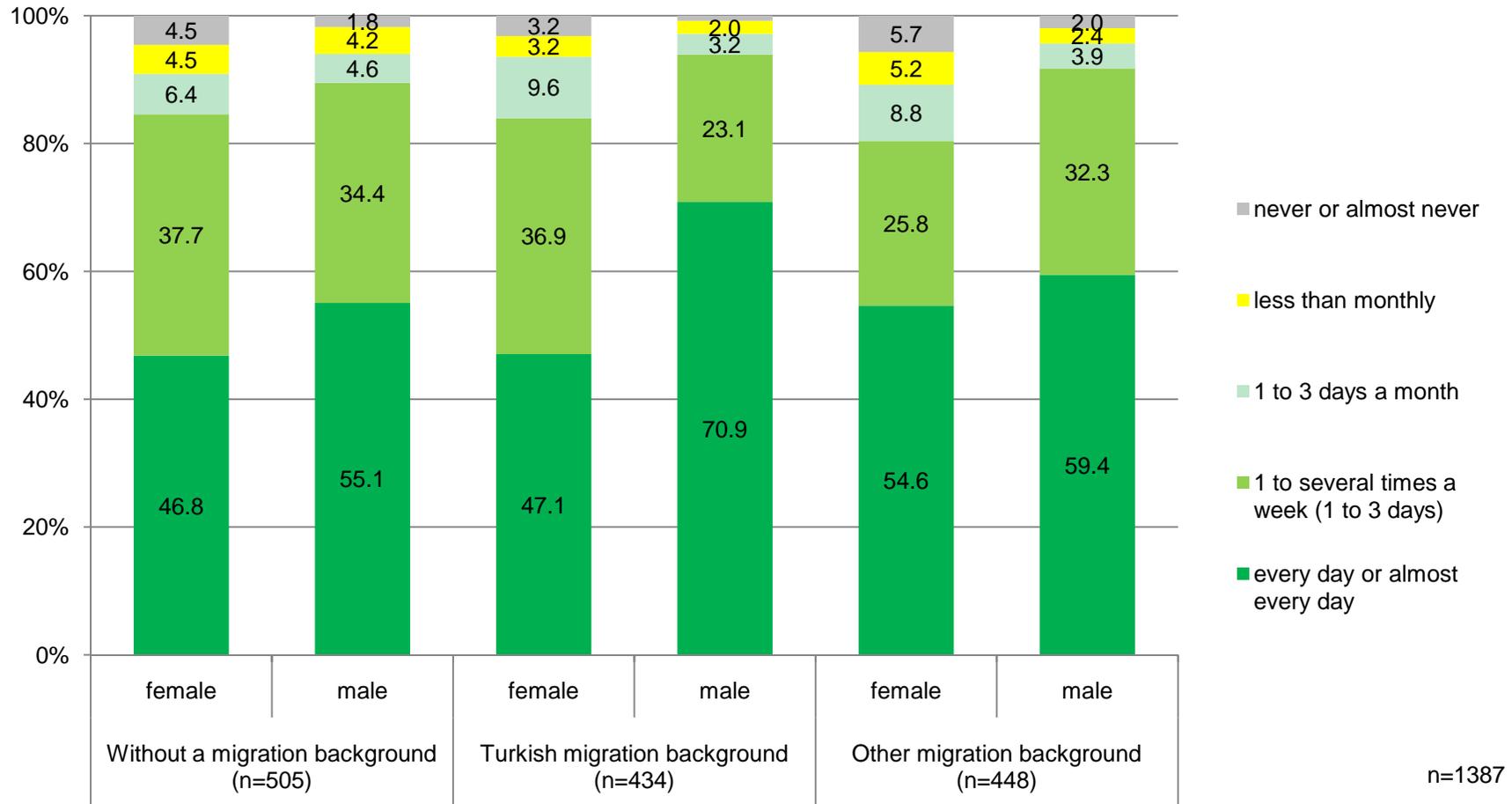
Public transport use by migration background and gender
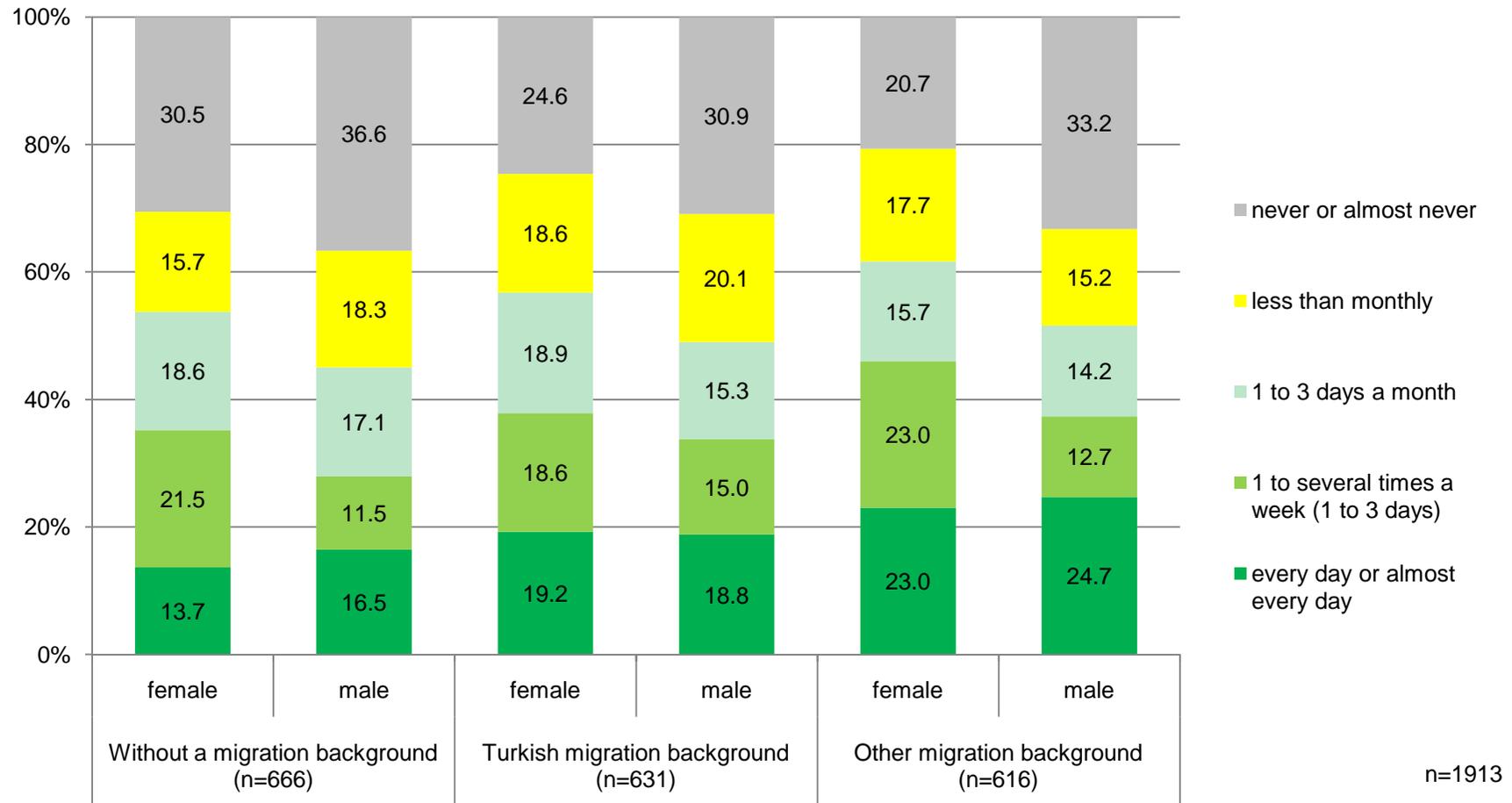
Findings
Bicycle use by migration background and gender
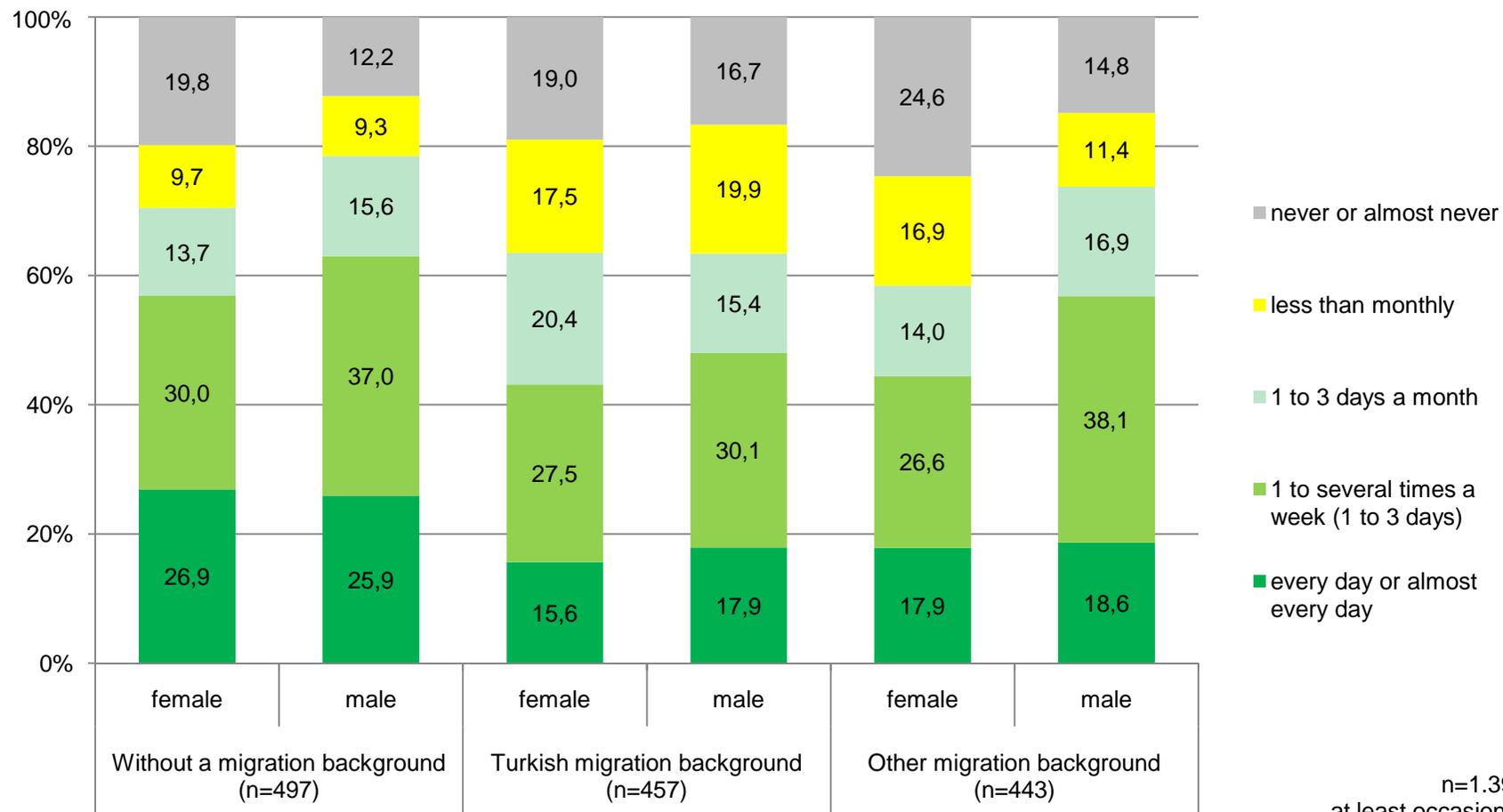
n=1.397
at least occasional
access to a bicycle

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Conclusion

Impacts on mobility research

- People with a migration background are an important group for mobility research

- Visible differences concerning availability and use of transport means

- Further research needed

Consequences for local and urban planning

- Potential target group for public transport

- Encouragement of bicycle use – notably regarding women with a migration background

- Considering special needs of migrants regarding their mobility

- Offering a sustainable, barrier-free and inclusive transport system