

TRANSPORT DURING THE CORONA INTERVENTIONS

– an intersectional approach?

Jonas Ihlström

Michala Hvidt Breengaard

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Transport
Innovation
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BACKGROUND AND MOTIVATION

THE CORONA
INTERVENTIONS
PARTICULARLY
ADDRESS THE
POPULATION'S
USE OF PUBLIC
TRANSPORT

Little is known about
how recommendations
to avoid public transport
impact on different
social groups.

THE CALL FOR A
MOMENTARY
CHANGE IN
TRAVEL PATTERNS
MIGHT OPEN A
WINDOW FOR
'GREENER'
MOBILITY MODES

Little is known about
if people are actually
travelling 'greener.'

THERE HAS BEEN
A CALL FOR A
GREEN
REOPENING OF
SOCIETY FROM
VARIOUS CLIMATE
AGENDAS

Little is known about if
people are willing to
continue their eventual
more sustainable form of
transportation.

- Do various social groups (gender, income, education, location, ethnicity) differ in their use of transport *during* the Corona interventions?
- Have the population (gender, income, education, location, ethnicity) *changed* their daily transport during the interventions?
- Are people (gender, income, education, location, ethnicity) willing to continue these eventual new forms of transport *after* the pandemic?

REPRESENTATION AND STUDY DESIGN: TWO SURVEYS

SWEDEN

Respondents (n=1004)

- recruited through a survey company (Norstat) in June
- Fairly representative of the Swedish national population (age, gender, geography, income etc).

Interviews (n=12, ongoing)

- Recruited via ads on facebook/instagram and VTI social media channels

DENMARK

Respondents (n=595) were recruited through

- facebook campaign boosts
- a range of municipalities' websites and fb pages
- personal contacts, e.g. colleagues

Relatively skewed sample

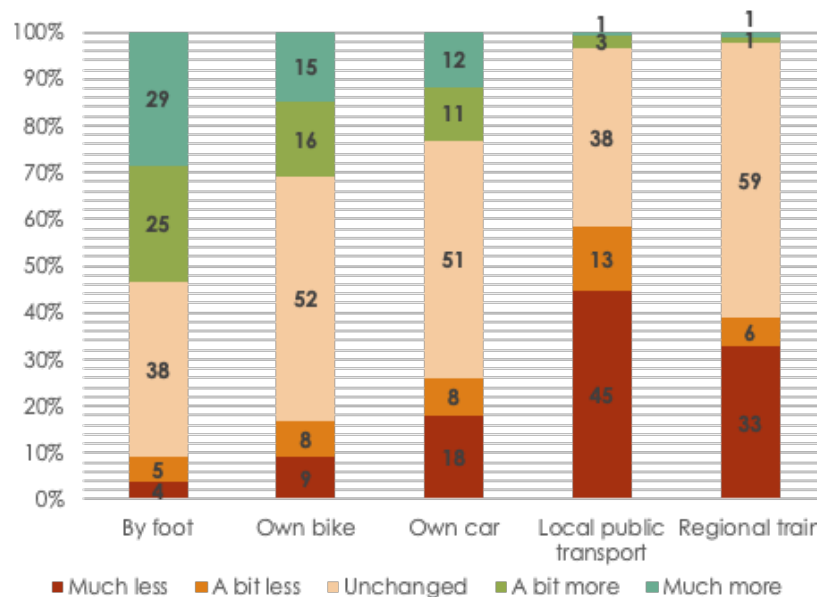
- significantly more women (70% women, 29% men, 1% other)
- significantly longer educated persons
- especially 26-65 year-old

MORE USE OF NON-MOTORIZED TRANSPORT

48% of the persons that have walked a bit or much more, are willing to continue the new habit

The same goes for 72% of the persons that have biked more during the Corona lockdown

Reported Transport Modes During the Corona Lockdown

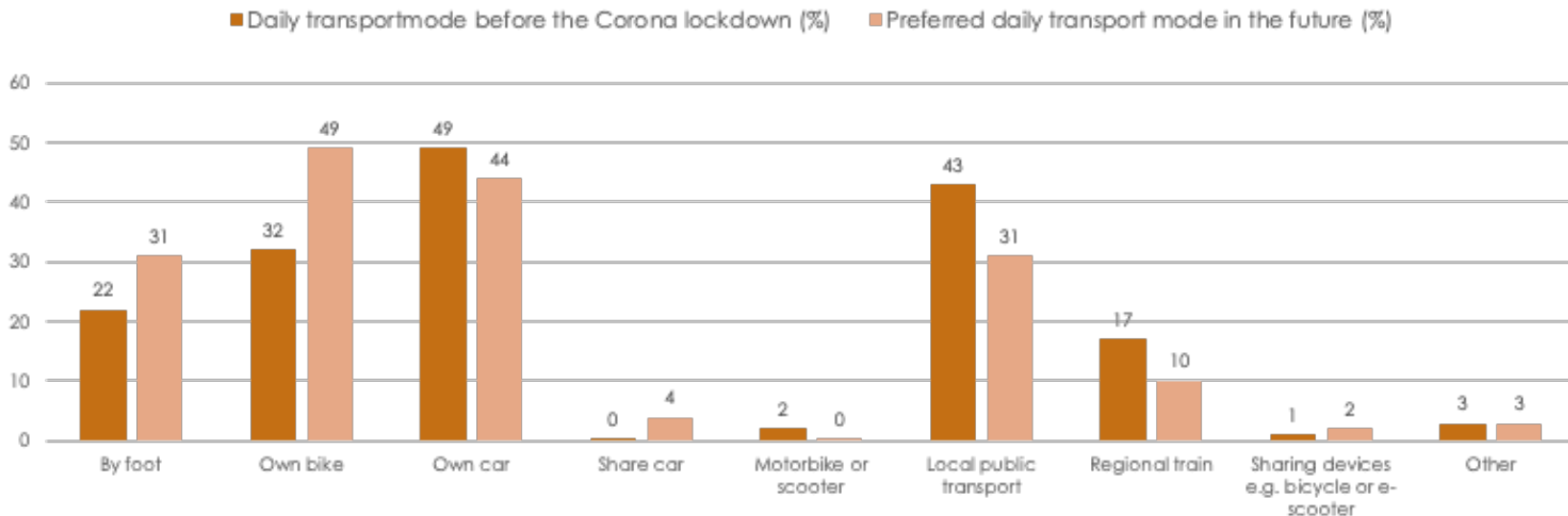


Note: *Weights corresponding to the share of sex and education in the population, **respondents: by foot (496), own bike (404), own car (344), local public transport (382), regional train (282), ***the response category "not relevant" has been coded as missing.

PREFERRED FUTURE TRAVEL MODES

Danes prefer to travel more by bike and less by local public transport

Daily transport mode: Before the Corona lockdown and preferred in future



Note: * Weights corresponding to the share of sex and education in the population, **the respondents could choose maximum two from nine categories, and the answers do not therefore correspond with the total number of respondents , ***total respondents in daily transport before the Corona lockdown (864), and preferred transport mode in the future (898).

GENERAL FINDINGS – SWEDEN

Significant decrease in the use of public transport

Before pandemic: 28 % used two days/week or more

During pandemic: 12 % used two days/week or more

Before pandemic: 21 % never used public transport

During pandemic: 50 % never use public transport

Car and bicycle use relatively unchanged in total
Some use car more during pandemic. Others less
Same for biking

- 63% believe having the opportunity to influence their choice of transport as they wished. 37% believed having little or no opportunity to do so.
- 18% dependent on public transport to go to work or education
- 56% of PT users believe they have acceptable or good possibility to keep the distance they want to other passengers. 44% none or not acceptable possibility.
- 34% state that changed conditions for transport have made them more lonely. Of these, 35% experience it as a major problem.

GENERAL FINDINGS - SWEDEN

Changing travel habits in a more sustainable direction?

- Not much suggests that
- Go back to what it was like before the pandemic, but...
- Probably fewer trips to / from work and work-related trips if possible.

Public transport

- Some express they will be more careful. Will take time to return to how it was before.
- Some will travel less. Less inclined to buy monthly cards etc.
- Others will return to traveling as before if the infection disappears.

FINDINGS ON GENDER

This survey does not indicate that the Corona interventions had a different impact on men's and women's transport (frequency and mode)

- No differences between women and men in their two most used transport modes before the Corona or in their preferred future transport mode.
- No differences in how often men and women travelled to work/studies before the Corona or their travels (more or less) to work/studies during the Corona interventions.

SWEDEN

Women indicate a decrease in running errands during the pandemic. The decrease is significantly higher than for men.

INTERSECTIONALITY?



Preparing this presentation we discussed which intersections to analyse. It became a rather long and complicated discussion. We then decided to let you into these complexities using an example from the Swedish survey

INTERSECTIONAL ANALYSIS

An example from the Swedish survey (n=1004)

Exploring dependency on public transport:

819 (82 %) not dependent

185 (18 %) dependent

Dependent group:

Low income (<50 % of median) ➡ n=51

Excluding students etc (24 %) ➡ n=39

Gender: men: n=21 women: n=18

Ethnicity: 10 have parents not born in Sweden (men: n=6; women: n=4)

INTERSECTIONAL ANALYSIS: The complexity and problems in practice

Analysing data on dependency of public transport shows that the dependents are NOT a uniform group

- ❖ Thus, it makes good sense to do an intersectional analysis of this dependency
- ❖ However, as public transport dependency appears to be dependent on a very big variety of variables/categories (income, education, location, age...), the intersectional crossing of those variables produce a large amount of small groups
- ❖ This makes it very difficult to conclude something.

Is an intersectional analysis useful for our quantitative surveys using an explorative approach?

NO	YES
When the field of research is this new – and we do not know yet where to zoom in – it is difficult to conclude anything	The survey can show which intersections it might be interesting to look more into
We get a large amount of very small subgroups – we need a larger sample	We get an idea of which variables are important

QUESTIONS

OR

COMMENTS?

THANK YOU!

FINDINGS ON ETHNICITY

DENMARK: No reported differences in transport modes between persons with one/both parents not born in Denmark and ethnic Danes

- No differences in the most used transport modes before the Corona lockdown
- No significant differences in the changes in use of public transport during the Corona lockdown
- An indicative that persons with at least one parent not born in Denmark is more likely to prefer local public transport (busses, metro, s-trains) in the future.

SWEDEN

- Car use less among persons with one or more parent not born in Sweden pre and in Corona.
- No significant differences in use of public transport during Corona.
- Persons with one or more parent not born i Sweden indicate less possibility to influence transport habits in Corona



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Jonas Ihlström, Michala Hvidt
Breengard

Contact: mbr@soc.ku.dk

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