Mobility Patterns of Families in Rural Germany

*with special regard to parental division of work*

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1. Why ...?
2. Aims and modules
3. Secondary analysis
4. Interview study
5. Conclusions

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1 Why ...?

Sustainable Mobility

... in Rural Areas ...
1 Why ...?

Families
= Workers
= Taxpayers
= Purchasing power
= Potential
community renewal

Future of rural areas will depend on families!

2 Aims and Modules

1. Travel behavior
   - Literature review
   - Secondary analysis

2. Mobility patterns
   - Problem-centered interviews

3. Communication for sustainability
   - Workshops
   - Newsletter
   - Handbook

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3 Secondary Analysis

What characterizes the Travel behavior of families in rural areas?

... Urban / rural
... With / without small Child
... West / East Germany
... Mothers / fathers
... Employment models

‘Mobilität in Deutschland – MiD’
- cross-sectional study 2008
- n ≈ 25,000 households

3 Results: Modal Split – with / without Child

### Urban

<table>
<thead>
<tr>
<th></th>
<th>without child</th>
<th>with child</th>
</tr>
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<tbody>
<tr>
<td>Car driver</td>
<td>48</td>
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<td>Car passenger</td>
<td>10</td>
<td>9</td>
</tr>
<tr>
<td>Public transport</td>
<td>11</td>
<td>8</td>
</tr>
<tr>
<td>Bicycle</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>By foot</td>
<td></td>
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### Rural

<table>
<thead>
<tr>
<th></th>
<th>without child</th>
<th>with child</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car driver</td>
<td>53</td>
<td>65</td>
</tr>
<tr>
<td>Car passenger</td>
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<td>Public transport</td>
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<tr>
<td>Bicycle</td>
<td>21</td>
<td>7</td>
</tr>
<tr>
<td>By foot</td>
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<td>17</td>
</tr>
</tbody>
</table>

Mobilität in Deutschland 2008; 
n = 13,976 ways of adults from households in urban areas 
chisquare homogeneity test (with/without children): p < 0.001***

Mobilität in Deutschland 2008; 
n = 7,290 ways of adults from households in rural areas 
chisquare homogeneity test (with/without children): p < 0.001***
Open Questions:

2. Negotiations?
3. Appraisal of future developments?
4. Attitudes towards Good Practice Mobility Services?

28 interviews with mothers and fathers in two rural areas
Interview Study

Daily behavior

Car use + environment

Changes with 1st child

Interview Material

Requests

Priorities + visions

Evaluation of Good Practice

More Car Use
- Flexibility
- Independence (… visit doctors…)
- Safety

Constant Car Use
- Two full-time workers = two cars anyway
- External childcare

Less Car Use
- Lower income
- Fewer job-related constraints
- Infrastructure nearby

emotional
rational

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4 Interview Study

4 Interview study – Visions and Priorities

„The best alternative to the car ... is the car.“

- Alternatives to car use hardly imaginable

- If only one car were affordable:
  1. lend car from parents(-in-law)
  2. lend car from neighbours and friends
  3. motor-bike / scooter

- Car pooling = favorite alternative
Interview Study

Daily behavior

Car use + environment

Changes with 1st child

Interview Material

Requests

Priorities + visions

Evaluation of Good Practice

Interview Study – Good Practice Evaluation

Mobility Provisions

move people to products/services

i.e. dial-up group taxi

Delivery Services

move products/services to people

i.e. mobile supermarket
4 Interview Study – Good Practice Evaluation

Mobility Provisions

„Mobility provisions are good for children and adolescents.“

Time pressure
Spontaneity

Delivery Services

„Delivery services are good for elderly people.“

Prices & Amounts
„We have a car anyway.“

5 Conclusions

Challenges

To be profitable services require sufficient AMOUNT OF USERS

BUT alternative solutions have to be suitable for LARGE VARIETY of family arrangements

TODAY lack of awareness of mobility challenges

BUT alternative solutions have to be started NOW
Conclusions

Next Steps ...

Division of work

Interviews: Typology

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West / East

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Thank You!

Newsletter:
www.verkehrsplanung.tu-berlin.de/ufm

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